

PRISTINE TWIN-THROTTLE VN CALAIS STREETER!

street COMMODORES

No.246

HORSEPOWER
CAR CLUB!



8/71+

540 CUBES

GET LOOSE!

1150HP SHOW & GO STUNNER



438HP
CUSTOM HDT
REPLICA!



**RARE PLUS PACK VL BROCK
CONCOURS RESTORED!**

No. 246
A\$9.95 (inc. GST)
NZ \$9.95 (inc. GST)

824RWHP HSV R8



Unlock The Power Of Your V8 LSx Holden or HSV

GM Motorsport are Australia's Largest LSx only workshop, with over 10,000 sq feet of workshop area.
Our workshop is equipped with the latest Mainline Chassis Dyno and Superflow Engine Dyno.
Call or email us now to discuss your next LSx project or upgrades.

December 2015 Performance Camshaft Install Package Special

Package Includes

- ▶ GMM Camshaft of choice
- ▶ HD Psi valve springs
- ▶ HD Chrome Moly pushrods
- ▶ All labour
- ▶ Full custom tune

Upgrade options

- ▶ Moral Tie Bar Lifters – Add \$990
- ▶ Higgins CNC Heads – Add \$1950

Bookings
Open-Now

\$2,990 INCL GST
RRP. \$4590



Call us to discuss our Auto
NO Hi – stall required Stealth
camshaft option

To Book

Call 03 9746 6656

Or Email sales@gmmotorsport.com.au

Note Camshaft packages require an upgraded exhaust & cold air intake system to work correctly L76 & L77 Engines will require removal of DOD Lifters & Valley Plate. Places are limited. Please book in advance to avoid disappointment. Special ends 31/12/15

Shop Online

Australia's largest online LSx part store
Shipped direct to your door
www.gmmotorsport.com.au



Join us online. Search **GMMotorsport**

GM Motorsport

23 Reserve Road Melton VIC 3337
P: 03 9746 6656 – F: 03 9746 6646
E: sales@gmmotorsport.com.au
www.gmmotorsport.com



ADVANCED PLASTIC TECHNOLOGY

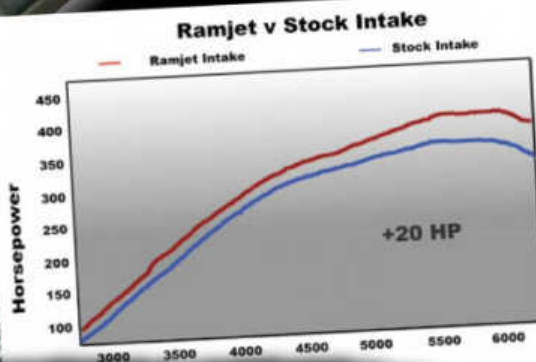
MATERIAL THAT IS STRONG, LIGHTWEIGHT AND KEEPS INTAKE CHARGE COOLER THAN ALUMINUM INTAKES RESULTING IN HUGE POWER GAINS.

002_IP0_003_GM



- ▶ **RAMJET** can utilize the factory maf meter, this means no warranty problems from maf removal
- ▶ **RAMJET** was designed using advanced computer 3D modelling, flow bench testing and dyno verification
- ▶ **RAMJET** has the largest filter area of any OTR intake currently available on the market
- ▶ **RAMJET** has been track tested on 9 second competition vehicles
- ▶ **RAMJET** is the highest flowing LSX intake on the market. Bolt on 20HP without tuning, more with modified motors
- ▶ **RAMJET** Intakes are available for VY to VF V8 Holden Commodores
- ▶ **RAMJET** has a factory quality appearance and OEM finish

\$569
RETAIL



Ramjet & Ripshift
are available from

GM Motorsport LSX Online Performance Store
at <http://www.gmmotorsport.com.au>
All good performance stores including all
Autobarn & Autopro stores

www.ramjet.com.au



EXTREME street PERFORMANCE



- ENGINE BUILDING
- ENGINE UPGRADE PACKAGES
- SUPER CHARGER & TURBO PACKAGES
- INSTALLATION & TUNING ON ALL MAJOR AFTER MARKET ECU's
- EXHAUST SYSTEMS
- INHOUSE DYNO FACILITIES
- HOLDEN, FORD, SUBARU, MITSUBISHI & MAZDA ECU REFLASH
- NEW CAR LOG BOOK SERVICING
- GENERAL SERVICING & FULL MECHANICAL WORKSHOP
- CUSTOM FABRICATIONS
- VEHICLE REWIRING
- HEAD AND CAMSHAFT PACKAGES

TURBOSMART
PERFORMANCE PRODUCTS

PLAZMAMAN
.com

Haltech
ENGINE MANAGEMENT SYSTEMS

Garrett
Turbochargers

ViPEC
Specialty Engine Performance & Engine Controls

171 GILMORE ROAD, QUEANBEYAN • PH: (02) 6299 4444
WWW.ESPRACING.COM.AU • EMAIL: QUOTES@ESPRACING.COM.AU





A&B MOTORSPORTS

WWW.KSRACING.COM.AU

HIGH PERFORMANCE SUSPENSION | BRAKE | EXHAUST | TURBO SYSTEMS

Phone: 02 9905 9523
info@ksport.com.au



ADJUSTABLE
COILOVER SET
(VE-VF)

BIG BRAKE KIT
(VB-VF)



ADJUSTABLE
COILOVER KITS

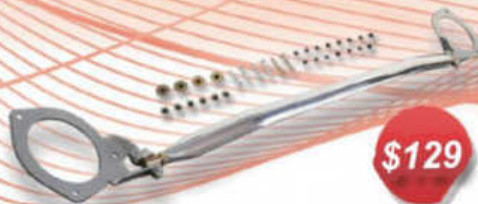
from **\$880**

HIGH PERFORMANCE
BRAKE KITS

from **\$1599**



CUSTOMISE COILOVER SET
(VB-VP)



\$129

STRUT BRACE
(VE-VF)



VE VF Exhaust
from **\$600**



**NEW
ARRIVAL**

Shock Dyno Service available

Rebuilding Strut / Tuning service
Customizing racing spec coilover



ADJUSTABLE COILOVER SET
(VR-VZ)



Commodore VE (V6/V8)
Cold Air Induction

from **\$189**



DYNO TUNING

Ultimate Multimedia

Perfect FIT for your VE Series-1



COLOUR LCD CLIMATE CONTROL

The touch display Climate Smart control system (Dual Zone or Single Zone) provides intuitive operation of the heater and air conditioning. Match the Climate Control Illumination to suit the interior lighting for perfect integration. Select from Blue, Green, Red or White.

Perfect FIT 8", 7" and 6.1" premium navigation and



8" NAVI SYSTEM
X008AU
\$2899.00



7" NAVI SYSTEM
INE-W957A
\$2499.00

Navigation Commodore or HSV.

ALPINE
Driving Mobile Media Innovation



002_IFC_003_GM



STEERING WHEEL CONTROL

Have full control of the factory steering wheel audio controls, as well as answer and hang up with Alpine's built-in Bluetooth connectivity.



SS/SSV VEHICLE SUB-DISPLAY

The CAN-BUS interface programmes SS and SSV vehicles to display voltage and oil temperature on the sub-display.

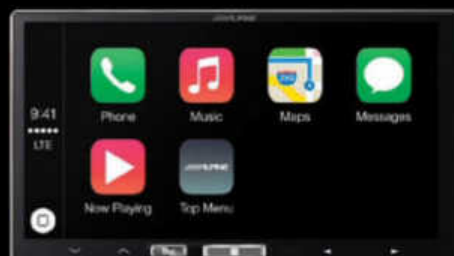


MULTI-FUNCTION DISPLAY

Bluetooth phone status, radio station title, plus music and CD track info is viewable on the vehicle multifunction display. *Compatible with X008AU and IVE-W557A.

Alpine lets you upgrade your VE Series-1 Commodore or HSV E1/E2. The high end navigation and audio visual media stations provide all the latest functions, and teamed with the Perfect FIT fascia you have a seamless OEM look. Moreover, the steering wheel interface ensures that factory fitted functions are perfectly integrated.

in-dash audio visual for VE Series-1 Commodore or HSV.



7" APPLE CARPLAY
iLX-007E
\$1699.00



6.1" AV SYSTEM
IVE-W554ABT
\$1499.00

www.alpine.com.au

COVER CAR
018 ON THE LOOSE
Out of control in every way, this is
one ute looking to dominate all

#246 *street* COMMODORES

018



STREET SCENE

**066 LIVING THE
CLUB LIFE**

The Mid-North Coast is a
hot bed of activity when it
comes to modified cars



REGULAR FEATURES

010 EDITORIAL
014 SC TRUE ENTHUSIAST
030 ON THE STREET
032 IN THE BUILD
078 HOME BREWED
080 QUARTER POUNDERS
082 NEW PRODUCTS
098 NEXT TIME AROUND

056





046



090

FEATURE CARS

036 REPRESENT

A HDT-specified VC gets the complete overhaul for an Aussie stunner you can't peel your peepers from

046 PERFECT BROCK

VL Commodore HDT SS Group A Plus Pack is a mouthful, but then again this is one model that was truly stuffed full

056 THE TRIBUTE

No stranger to V8-powered VN Commodores, Shane Potts' pristine twin-throttle Calais carries a deeper sense of sentimentality

090 FOUR FIGURE MADNESS

It may not look much different to any other HSV on the road, but this Clubsport's packing some serious punch



036

MONEY FOR NOTHING

WHEN IT COMES TO BUILDING ENGINES, WE ALL KNOW SOMEONE WHO'S BEEN LEFT WITH A BOAT ANCHOR

■ was on the phone with a good mate of mine the other day, and he had the absolute shits because once again he was bleeding money out of his pocket – his engine had basically imploded. ■ Now many us car guys are quite familiar with that scenario, and I bet a fair few more of you are even more familiar with the rest of this story.

See, my mate had done the 'right' thing and gone to a well-known workshop that supposedly knew what they were doing. He didn't cheap out on parts, he accepted what the 'expert' was advising him to do, and he handed over the cash for a dynoed engine putting out the performance he was after to put in his dream car he was building.

LET'S MAKE SURE WE SUPPORT THOSE WHO SUPPORT US IN THIS INDUSTRY

But he was doomed... Right from that moment. What he could never have known was that he had paid cash for a ticking time bomb waiting to implode. This supposedly reputable workshop had created a visually 'pretty' engine with all the external shine, but the quality of machining, internal parts used and assembly was the concoction of some prehistoric cave man. Now don't accuse me of picking on cave men, but this was the cave man who always managed to set his grass skirt on fire when trying to keep warm in his cave.

After only a few thousand kays on the road, the warning signs of oil-fouled plugs appeared, then a comp and leakdown test came back poor. Engine out,

sump off, and it was an abomination inside. He was now the proud owner of a boat anchor.

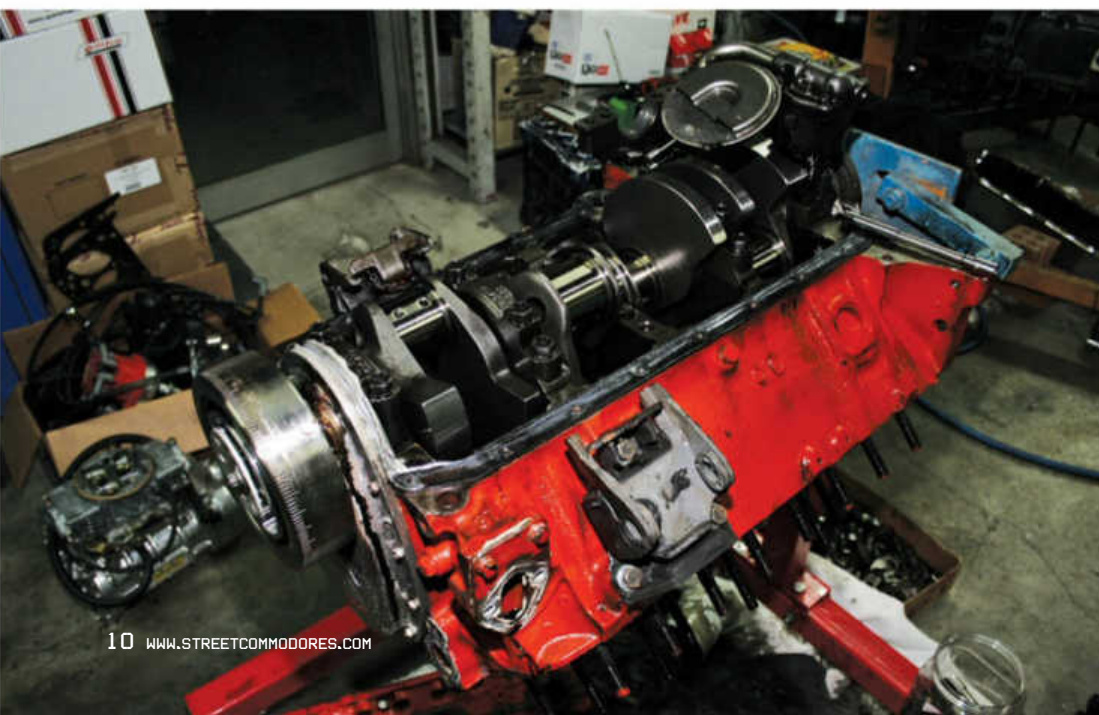
Whether building engines, having mods done to our cars, or even regular servicing, most of us have been left with some sour taste when it comes to customer service. And that's why when we finally meet a workshop or mechanic who does right by us, we treat them like our new best mate. We recommend them to our friends and family, we get on Facebook or whatever and speak highly of them and their work. Good old-fashioned word of mouth recommendation.

With social media there's nowhere for the dodgies in our industry to hide now. Everyone will very quickly

voice their opinion if they have had a negative experience with a business or individual. Sometimes such criticism may be from people who are a bit naïve and making unfair accusations, but I reckon 90% would be telling the truth.

So if you know of an Aussie workshop, mechanic or automotive professional that you reckon is the duck's guts, tell the world about it. Let's make sure we support those who support us in this industry.

John 'Hamo' Hamilton
Managing Editor
john@performancegarage.com.au



MANAGING EDITOR
John Hamilton

CREATIVE DIRECTOR -
LEISURE & MOTORING:
Igor Amedov

ART DIRECTOR:
Ryan Weeks

SENIOR DESIGNER:
Roy Delfino

IN-HOUSE PHOTOGRAPHER:
Eric Tang

CONTRIBUTORS:
Daniel Ward, Ben Hosking, www.autoshotz.com.au,
Todd Wylie, Adam Croy

PRODUCTION MANAGER:
Bronwyn Rowe

GROUP PUBLISHER -
LEISURE & MOTORING:
Glenn Wright

NATIONAL ADVERTISING MANAGER
Adrian Hodgson
adrian@streetcommODORES.com
Ph: (02) 97413902

Mark Wilde
mwilde@expresspublications.com.au
Ph: (02) 9741 3658
Fax: (02) 9648 7293

SUBSCRIPTIONS:
Free call: 1800 801 647
Fax: (02) 9737 8017
Email: subs@magstore.com.au
Back Issues - Free call: 1800 801 647

GENERAL MANAGER - MOTORING:
Igor Amedov

PUBLISHED BY:
Published by EMG Express Media Group,
a division of Express Publications Pty Ltd
ACN 057, 8087 904, under licence from
EP Investments Pty Ltd
ACN 003 109 055. All rights reserved.
2 Stanley St Silverwater NSW 2128.
Phone: (02) 9741 3800
Fax: (02) 9748 1956
www.expresspublications.com.au

RETAIL SALES:
Distribution enquiries - Circulation Department
Email: circulation@emgroup.com.au
Phone: (02) 8719 3503
Website: <http://newsagents.emgroup.com.au>

DISTRIBUTED BY:
Network Services
66-68 Goulburn St Sydney NSW 2000

EDITORIAL CONTRIBUTIONS
AND CORRESPONDENCE:
STREET COMMODORES
50 Silverwater Road, Silverwater NSW 2128
Email: streetcom@expresspublications.com.au
Phone: (02) 9741 3800 Fax: (02) 9748 4059

All material in this magazine is protected by copyright law and may not be reproduced in part or full without the written permission of the publisher. Prices and dates quoted in this issue were correct at the time of going to press but might be subject to variation.

In respect to technical information provided for any vehicle modifications or driving maneuvers referred to in the articles published in this magazine, the Publisher expressly disclaims any belief in the truth or falsity of the technical information or driving maneuvers provided and is merely passing on the technical information or driving maneuvers as a service to readers. No warranty is given as to its accuracy and it should not be substituted for expert advice from a qualified motor mechanic in respect of technical information provided for any vehicle modifications or from a qualified driving instructor in respect of any driving maneuvers referred to in this magazine.

By submitting an unsolicited contribution to our magazine you agree to provide us with a licence to reproduce your material in print and electronic mediums worldwide with the right to edit any written contributions.

DRL Trading Co



Designer Head Lights and Tail Lights

NEW LED Design Tail Lights for Commodore VF Sedan Models – HSV Style

Upgrade your vehicle with this coolest style LED Tail Lights with only the fraction of OEM lights Cost. Elegant styling and top quality after-market product.



- Waterproof and Shock Resistant • Attaches to factory mounting points • Instruction available • Plug and Play

**Choose
your Style**



Black housing,



Chrome housing



Smoked housing



Red/smoke

DRL Trading
3/7 Minnie Street, Belmore,
NSW, 2192 Australia
Phone: 0421-030726 or (02) 9758 3920



www.drillites.com.au
www.velites.com.au
www.drillites.com

Mal Wood Automotive

ABOUT MAL WOOD AUTOMOTIVE

• Mal Wood Automotive is an Australia wide achiever in the manufacture and supply of automotive transmissions, associated parts and driveline conversions.

With over 30 years of specialist service in drive line upgrades and repairs, Mal Wood Automotive is one of a handful of national transmission specialists who can quickly resolve the most complex drive line problems.

www.malwoodauto.com.au

Mal Wood Automotive
42 Lyons Street
Warwick, Qld 4370

Phone:

(07) 4661 3548

Email:

info@malwoodauto.com.au

sales@malwoodauto.com.au

mal@malwoodauto.com.au



Tremec Transmissions:

Mal Wood Automotive is Australia's Tremec Specialist, and for many years engineering and building the T5, TKO, T56 and the new T56 Magnum to suit a wide range of Early Classics through to current model Special Vehicles.

TREMEC's race proven transmissions offer the best in quality and reliability, designed and developed to meet the requirements of today's high performance vehicle enthusiasts.



Tremec Parts:

Mal Wood Automotive carries the largest range of new genuine Tremec Transmission components in Australia. We can supply all components that you may require to repair, or completely rebuild your Tremec Transmission.



Bellhousings:

Mal Wood Automotive has a vast range bellhousings to suit most popular vehicles. We can offer replacement OEM, to aftermarket Alloy and QuickTime Premium Steel bellhousings. All bellhousings are checked for accuracy, to ensure correct fitment everytime!



ACE Clutches:

Mal Wood Automotive carries a full range of ACE Clutches. ACE is constantly developing New High quality Flywheels, and Clutch Kits to suit a wide range of Australian and Imported vehicles. We have up to 7 clutch options for a large range of vehicles, which means the correct clutch is supplied for each application.



Mal Wood Automotive

QUICKTIME BELLHOUSINGS

- Because the Bellhousing cone is spin forged, not rolled or stamped like older designs, it is the most dimensionally stable Bellhousing on the market with over two times the strength of any other steel Bellhousing. Built from high grade steel, it is work hardened to withstand over 80,000 PSI...

ACE CLUTCH

- More information on our growing ACE Clutch range is available online at www.aceclutch.com.au

UNDERDASH HYDRAULICS

- Mal Wood Automotive has pioneered the development of aftermarket hydraulic pedal systems, and our range is ever increasing due to popular demand.

Underdash Hydraulics:

Mal Wood Automotive has pioneered a unique Underdash Hydraulic Pedal Unit, which combines the Clutch Pedal, Carrier and Master Cylinder in to a complete unit, which are specially designed for specific makes and models. These pedal assemblies are designed to work with a large number of slave cylinders and hydraulic bearings, to ensure smooth and efficient operation.



Engine Plates/Adaptors & Starter Kits:

Mal Wood Automotive have engineered a number of Engine Plates and Adaptors to allow the fitment of the latest Tremec 5 and 6 Speed transmissions, to earlier vehicles which were not optioned with these high performance transmissions. Each engine adaptor is checked for accuracy, and also aids in structural integrity of the bellhousing.



Crossmembers:

Mal Wood Automotive has a large variety of transmission crossmembers to suit standard and aftermarket transmissions. Some of the crossmembers are specially engineered to allow the fitment of later model transmissions.

Ultimate Street Short-Throw Shifters:

Ultimate Street Short-Throw Shifters are arguably the best shifter available anywhere in the market. Available for T5's, TKO, TR-3650, and Tremec 6 Speed Transmissions.



Differentials and Driveshafts:

Mal Wood Automotive are specialists in differential repairs and supply of high performance diff products. From standard rebuilds, ratio changes and to the unbeatable Ford 9", Mal Wood Automotive can supply the right diff for the job!!

We also offer High Performance tailshafts which have been rated to hold 900RWHP!!!



street COMMODORES TRUE

POWER COUPLE



ENTHUSIAST

Both Kim and Ken love hanging out in the shed, working on their cars or simply enjoying the memories that line the walls. "I'm probably out there every couple of days," Ken says. "If I'm looking for Kim, I'll always find her out there."

I like my garage much more than my house. Really! It is not

only where the cars are but more importantly – where the memories are," Kim says. "I'm always tinkering or learning something up there. Some days I just sit at the table with a drink in my hand and reflect on how lucky I am to have family, support and cars as toys in my life. Whenever people pop in we end up in the shed. A few drinkies may follow... and the bar fridge gets a workout in summer! **SC**

I LIKE MY GARAGE MUCH MORE THAN MY HOUSE. REALLY! IT IS NOT ONLY WHERE THE CARS ARE BUT MORE IMPORTANTLY – WHERE THE MEMORIES ARE



XYZ RACING!

HIGH PERFORMANCE COILOVERS

VE-VF Solid Cradle Mounts



- Eliminate tramp
 - Quicker launch
 - Race Inspired
- Also available VN-VZ IRS Cradle Mounts \$295

\$395



FREE SHIPPING AUSTRALIA WIDE
IN STOCK FOR RAPID DISPATCH

XYZ Coilovers VT strut into VB-VP Conversion



- Ready made strut
- Pillowball adjustable top
- Full adjustment
- No mod
- **2 YEAR WARRANTY**

Also available Full kit - \$2195

\$1295

XYZ Coilovers VR-VZ



- Track performance on the street
- Ultra low design
- Supreme performance
- **2 YEAR WARRANTY**

Also available Front only- \$795

\$1595

XYZ Coilovers VB-VP



- Huge adjustment range
- Custom pillowball top
- Large wheel compatible
- **2 YEAR WARRANTY**

Also available Front only- \$895

\$1695

XYZ Coilovers VE-VF



- Track performance on the street
- Ultra low design
- Supreme performance
- **2 YEAR WARRANTY**

Also available Front only- \$795

\$1595

XYZ performance brake systems to suit VB-VF



sizes available:
355mm
380mm
400mm
420mm

Colours available:
Black, Red,
Yellow, Gold,
Polished,
Titanium, Custom

- Extreme stopping power
- Bolt on solution
- ADR compliant & colour options

FROM \$2095*

* Price is for 355mm as pictured



1. VT-VF - \$395

- CNC pillow ball – eliminate rubber!
- Max camber

2. VR-VS - \$495

- CNC Plate system for max camber & castor

3. VB-VP - \$295

- Max camber & castor

ALL BRANDS SUPPLIED



Search: "Performance Suspension"

CALL A COMMODORE ENTHUSIAST TODAY



WA SUSPENSION
PH: 08 9444 0500

CALL NOW OR VISIT OUR WEBSITE FOR SPECIAL OFFERS!

14/239 Brisbane Rd
Labrador QLD

PERFORMANCE SUSPENSION

Phone: 07 5529 2366

www.performancesuspension.com.au

IMPROVE



**BREATHE LIFE INTO YOUR VE/VF SERIES COMMODORE V8
WITH A PROVEN WALKINSHAW PERFORMANCE UPGRADE**

POWER PACK

+10% Power
OTR Cold Air Intake
Cat Back Exhaust
ECU Recalibration

From \$3,995

VF SERIES W310

+20% Power
Ceramic Coated Headers
High Flow Cats
Cat Back Exhaust
Cold Air Intake
*OTR Intake Not Available On W310
ECU Recalibration

\$6,690

SUPERCHARGER

+60% Power
WP230 Supercharger
High Flow Injectors
Intercooler Package
Cold Air Intake
ECU Recalibration

From \$15,850

LIMITED EDITION BRAKE UPGRADE

Front 365 x 32mm Rotors
Rear 350 x 26mm Rotors
F&R 4 Piston Calipers
Sports Brake Pads
Fluids And Fitting

\$5,650

All packages include labour and come with Walkinshaw certificate of authenticity and vehicle badging

walkinshaw



performance

"NOBODY KNOWS PERFORMANCE LIKE WALKINSHAW"

CONTACT WALKINSHAW PERFORMANCE VIC/TAS TODAY TO DISCUSS YOUR UPGRADE OPTIONS

8-10 Amberley Crescent, Dandenong VIC 3175

(03) 9793 6909

find us on facebook at Walkinshaw Performance Products VIC / TAS

www.wphpf.com.au

ON THE

OUT OF CONTROL IN EVERY WAY, THIS IS
ONE UTE LOOKING TO DOMINATE ALL

PICS BY: AUTOSHOTZ.COM.AU



LOOSE





Handled by Gadenne Motor Trimming, everything is covered in tan leather, including the cage





Close your eyes. Good. Now picture a bare SS ute. If money was no object, what would you do to it? Open your eyes and look at these images. Pretty close, huh?

Yes, the owner of 'LOOSSE' here, Kris Nothdurft (29) knows how to build a dream machine. There is no 'don't look there' on this ride. It has been completely modified from top to bottom by many of the best names in the biz. You want a big block, blown? You got it. Everything smoothed, flattened and brought to show level? Done. Over 1150hp at the fly? All yours. Friends, this it—the ultimate ute.

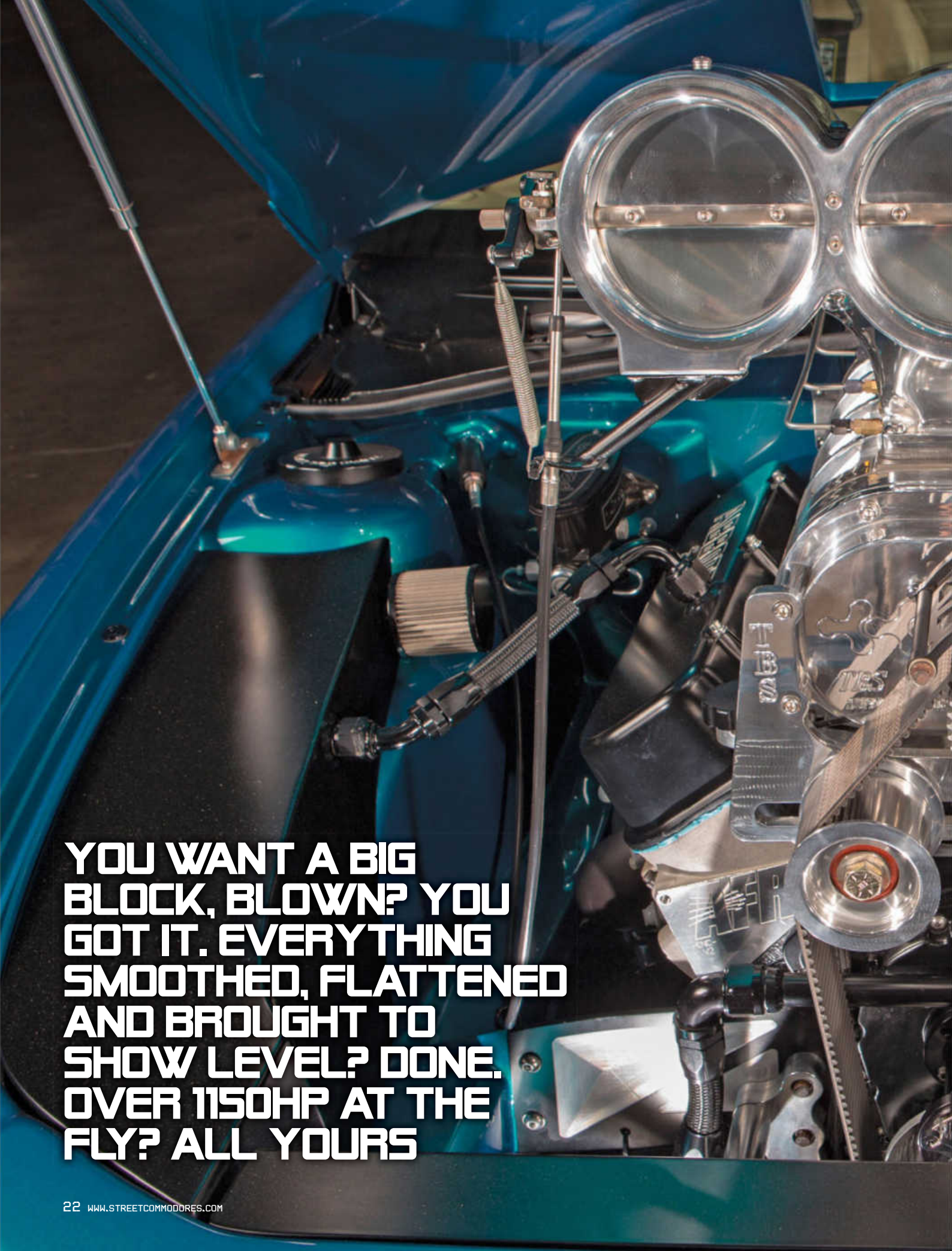
LOOSSE debuted at Summer-nats 28 and went on to win three

trophies in 'Tuff Street'. When you look over the ute, it's not hard to see why. The level of detail is above and beyond, the kind of complete vehicle overhaul that would put Xzibit and co to shame.

Let's just look at one area—the engine bay. It features not only a fully flat firewall, but boxed and welded chassis rails, a plated engine, custom-made black alloy catch cans and a specially mounted 12L fuel tank running to the rear-mounted 110L main cell down in the tray. A Bosch 044 pumps fuel from the front tank to the back tank. Everything steel has been smoothed, all holes gone and the whole look of the most elite level. And all this is to say nothing of the actual big block itself.

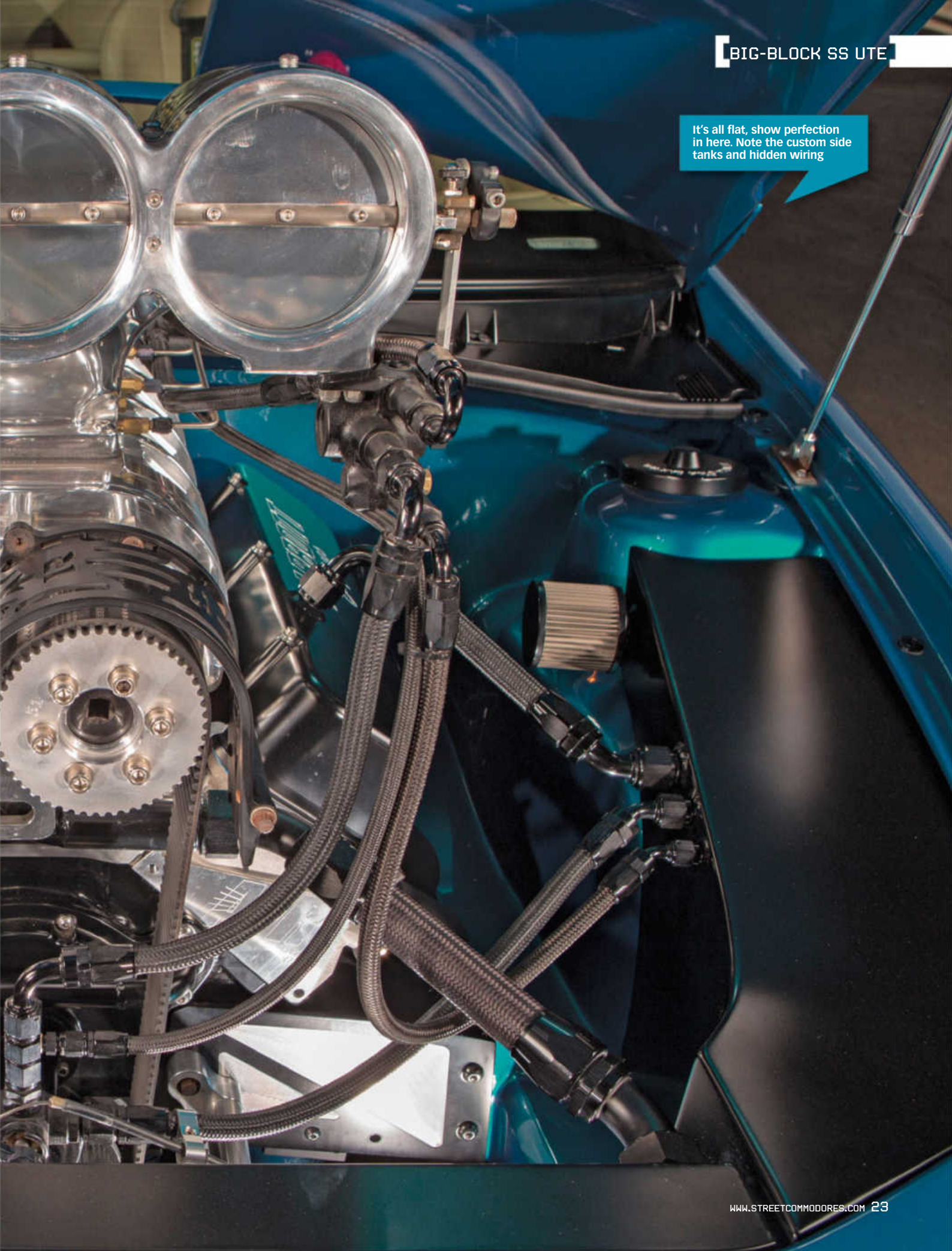
**'WEAK' IS A
WORD THIS
UTE HAS
SIMPLY NEVER
HEARD OF**





**YOU WANT A BIG
BLOCK, BLOWN? YOU
GOT IT. EVERYTHING
SMOOTHED, FLATTENED
AND BROUGHT TO
SHOW LEVEL? DONE.
OVER 1150HP AT THE
FLY? ALL YOURS**

It's all flat, show perfection in here. Note the custom side tanks and hidden wiring





There was no mucking around here. Kris went straight to Abbott engines on the Gold Coast for a 540ci big block with the best components money can buy. Almost as sizeable as the engine itself is the Blower Shop 8/71 with extreme bug-catcher, or bird-catcher, rather. Running on methanol through the unique fuel system, it's pumping 1150 at the fly and makes the absolute most of it with a fully built T400 with 5500rpm stallie and sheet-metal diff. Suffice to say, 'weak' is a word this ute has simply never heard of.

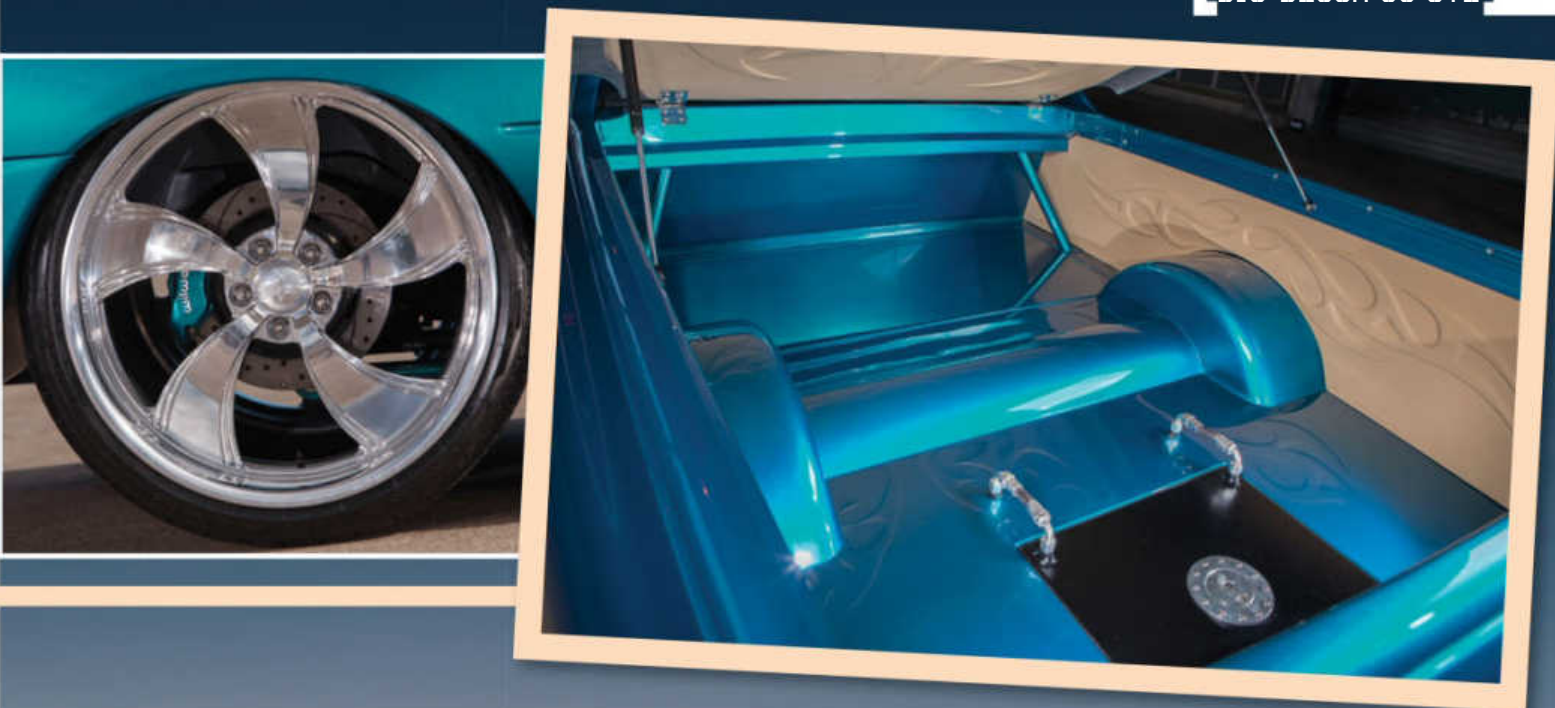
As Kris alludes to in the thanks, Jason Wilkinson from Wilky's Pro Paintz has had a huge hand in the build, not just for the paintwork but also his keen eye and observations to make this one of the best utes in the country. The whole

build took place in Jason's workshop and left as the monster you see before you—"from wiring up to firing up," as Kris would say.

The tray has also seen a stack of work. Custom tubs feature for those 'are they drum barrels or wheels?' rollers, plus the floor has been fully replaced with a flat item. The inner tailgate skin has been replaced, as has the headboard behind the cabin. Along with the 110L fuel cell, there's the custom leather trim extending out, as well as a custom alloy rear wing and Simpson parachute that hints at coming goals.

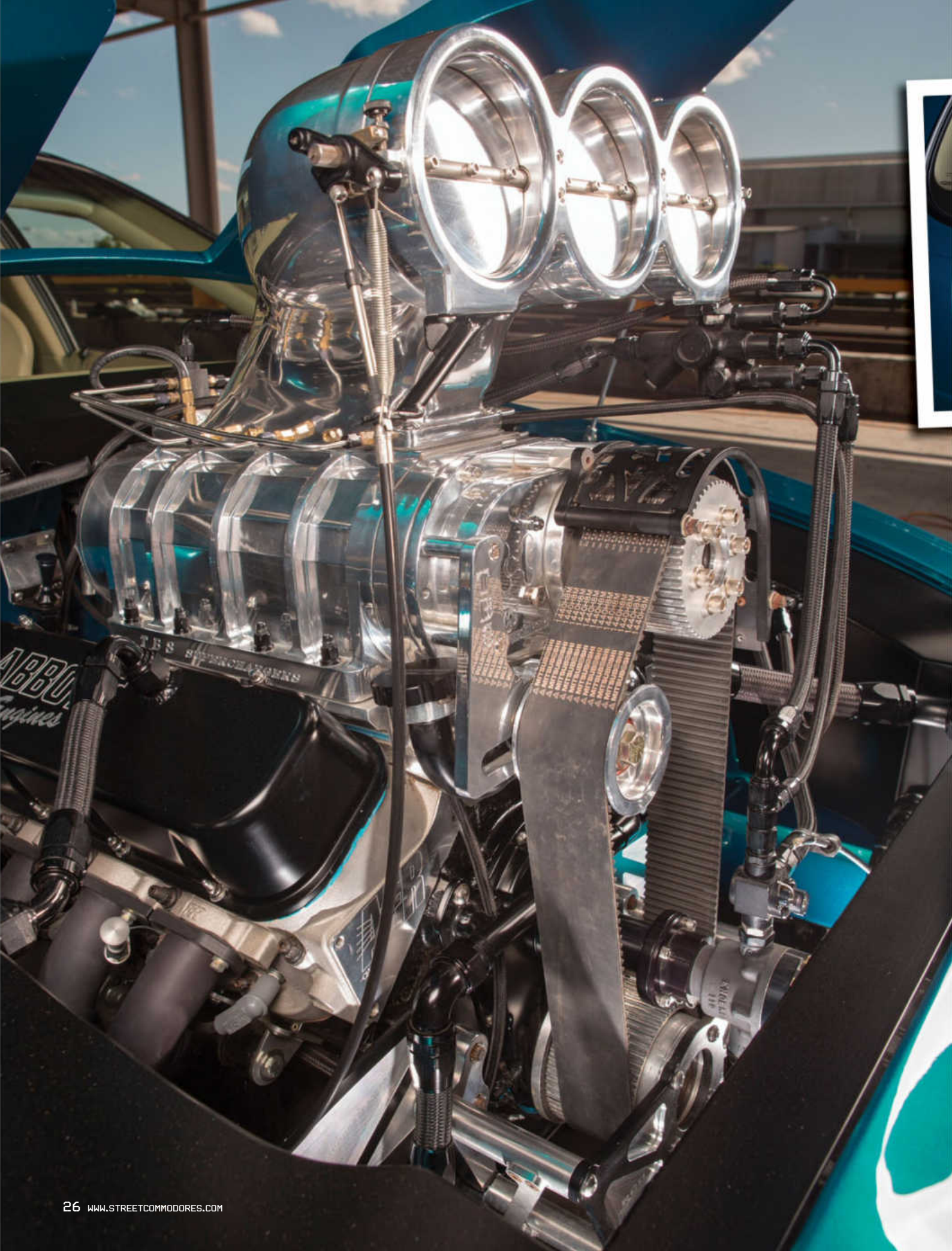
Custom side skirts were made especially for the side-exit exhaust. Is it loud? Is the Pope a Catholic?





**LOOSSE DEBUTED AT SUMMERNATS
28 AND WENT ON TO WIN THREE
TROPHIES IN 'TUFF STREET'. WHEN
YOU LOOK OVER THE UTE, IT'S NOT
HARD TO SEE WHY**







On that note, Kris tells us he's far from done yet. He wants to hit Motorex, Powercruise and Summernats in both driving and show-and-shine events. There are also plans underway to get the ute ANDRA-approved/teched for a run at the quarter mile to put some numbers on the board and really make this the all-round weapon of mass destruction it was designed to be. As Kevin Bacon would say, it's time to get loose.

Thanks: Jason Wilkinson from Wilky's Pro Paintz for not only the paintwork but also his take on the entire build, including fabwork, exhaust work, fitting up, wiring up, plumbing up and finally firing it up, the entire build took place in his shop and left as a driving, completed product. **SC**



NITTY-GRITTY

ENGINE:

540ci big-block Chev

PERFORMANCE:

1150hp (flywheel)

ENGINE HARDWARE:

TBS blower manifold and 8/71 supercharger, polished Big and Ugly injector hat, AFR alloys 365 CNC-ported heads, Bullet roller cam, Comp lifters, Diamond pistons and Total Seal stainless steel rings, Callies crank, Oliver conrods, PSI titanium retainers, Mellings CNC oil pump, ASR race sump, Enderle 110 fuel pump, 1.29 EX/2.4 IN Ferrea valves, custom alloy radiator, twin Davies Craig thermostats, 2 1/8in extractors into twin 3.5in stainless steel exhaust system with no mufflers, Mallory magneto and coil, Comp roller rockers and girdle, Jessel timing set

DRIVETRAIN:

T400 gearbox, manualised, reverse pattern, sheet-metal diff with 9in housing, 35-spline axles, Detroit locker, 3.5in chrome-moly Hardy-Spicer tailshaft, 5500rpm stall converter from The Converter Shop, diff-mounted alternator

SUSPENSION/BRAKES:

XYZ coil-overs front, QA1 coil-overs rear, custom four-link, modified Torana rack and pinion, Wilwood brakes front and rear including master cylinder

WHEELS/TIRES:

Pirelli 245/30 front and 335/25 rear tyres, 20x8.5in front and 22x13in SW4 rear wheels

BODYWORK:

PPG Real Teal candy basecoat, custom tubs, smoothed tray and tailgate, custom sheet-metal rear wing, custom side skirts for exiting exhaust

INTERIOR:

Recaro bucket seats, billet steering wheel, six-point chrome-moly roll cage, full re-trim in tan leather, Pro-force five-point harness, full Auto Meter dash, B&M Pro Ratchet shifter, roll cage-mounted switch panel, custom flat floor and smooth carpet, modified handbrake lever (now parachute lever), AeroFlow fuel shut-off lever, power windows, smoothed steering column to delete ignition barrel, indicator stalk and wiper switch, centre-mounted ignition kill switch

KRIS WANTS TO HIT MOTOREX, POWERCRUISE AND SUMMERNATS IN BOTH DRIVING AND SHOW-AND-SHINE EVENTS



Headers and Sports Systems for V6 and V8 Commodores



V-TEX
CROSSOVER PIPE
+10% FLOW

*over a conventional merge



PACEMAKER
AUTOMOTIVE

**Race Bred
Performance**

Call your Local Distributor for Stockist

SA & NT - 08 8443 4265
NSW & ACT - 02 9623 2480
QLD - 07 3451 7888
VIC - 03 9706 6554
WA - 08 9414 8666
TAS - 03 6334 1014
NZ Wide - 0800 288 623

www.pacemaker.com.au

SAVAGE

CUSTOM BONNETS

**NEW
VF**



**SPECIALISING IN CUSTOM STEEL
& FIBREGLASS BONNETS**



STCOM244_01

HEAD OFFICE (NSW) 02 4684 1150
Unit 5 / 280 Southern Road, Bargo

www.savage-fibreglass.com



ON THE STREET

WWW.STREETCOMMODORES.COM

Over 70,000
Commodore fans
have already joined
us on Facebook -
isn't it about time
you did the same?



HOLDEN HAS SALES HOPES

Holden is gearing up for a sales surge thanks to the launch of the last RWD Commodore – the VF series II. The new range was unveiled in September, with sales due to start in early October and the company was surely hoping to claw back some territory from rivals such as Hyundai, who had edged ahead of Holden in new car sales in August. However, as the folks at The Motor Report correctly pointed out in a rather pointed essay in September, Holden is facing a sharp decrease in market share if its replacement for the large car doesn't meet with the same love that the Commodore has enjoyed since it first hit showrooms back in 1978.

See, The Motor Report calculated that Commodore sales (being the sedan, wagon and ute variants) added up to around one third of Holden's total sales. Sales for 2015 were already down by around 10 per cent on 2014. On top of all that, none of Holden's other smaller models really stack up against their direct competitors. If you remove the Commodore sales from the company's total, it would leave them in seventh place behind Ford and just ahead of Nissan. So again Holden, we ask, Why kill off the Commodore, only to announce that you intend to replace it with a FWD model akin to a Camry?! Do you want to fail?

COME ON WITH THE CAMARO, ALREADY!

We've already reported here a couple of times about our desire to see Holden import the Camaro to these shores in response to Ford's impending sale of the 2015 Mustang. It's just something that makes sense. Well, as it turns out, it seems Ford were really onto something, with pre-sales for the modern Pony car now eclipsing 3000 and the car named the World's Best Selling Sports Car. New Mustang sales are reportedly up 56 per cent on sales of the outgoing model this time last year. So, come one Holden, what the hell are you waiting for?! Make a few thousand GM-loyal buyers' heads explode. We need something to soften the blow of losing our beloved RWD Commodore.



UNI STUDIES BAD ROAD MANNERS

If you live in one of Australia's capital cities, you're probably used to seeing countless examples of piss-poor driving each and every day as you wind your way ever so slowly to work and back. Improper merging practises, unnecessary honking, aggressive behaviour, rude hand gestures, cutting people off... the list goes on.

Queensland University is currently researching the reason/s why people tail gate. This is because researchers there believe up to one third of all Queensland accidents involve drivers being too close to one another as a result of tail gating, resulting in insufficient time to brake. QLD uni's Dr Judy Fleiter says that around 40 per cent of all claims made against CTP insurance policies related to nose-to-tail incidents and that these result in higher premiums for all vehicle owners. Back off people!

HACKING THREAT GROWS

In the race to make cars resemble something closer to the sci-fi wonders we've grown up with in TV and film, it's possible car makers have left owners of new vehicles boasting keyless ignition vulnerable. Both European and American researchers have been looking into recent car thefts in which authorities could not determine the ways in which the thieves stole the car. Their findings showed that as many as four out of 10 thefts could involve hacking.

The problem is so bad that the electronic immobiliser systems used by 26 different manufacturers across more than 100 models could be vulnerable

to attack. You may remember a recent news story about American researchers hacking into a moving Jeep Cherokee and forcing it off the road. Besides simply unlocking and starting a car, hackers are able to control things like the radio, the brakes and accelerator.

Just as seen depicted in films where a criminal 'reads' the code of a garage door, ATM or secured door's keypad, thieves can gain entry to a vehicle with the right equipment by intercepting the signal between your key fob and the car, or by sending 'trial and error' messages to the car until the right signal is used. Within as little as 30 minutes, your car could be gone.



Other potential problems involving a vehicle's technology include listening into your conversations using the car's stereo and communications systems and tracking your every move via the satellite navigation system. Scary stuff!



A FASTER FUTURE AHEAD?

We reported recently on comments made by Assistant Professor in Transportation Engineering at The University of Texas, Stephen Boyles about how higher speed limits may actually lead to safer roads. Perhaps some of our polities were listening, with the NT government set to expand its open speed limit program on the Stuart highway and NSW Roads minister Duncan Gay suggesting some of the state's most travelled highways could enjoy higher speed limits in the future. Sadly though, Gay stresses that there were no plans in place at this time and that the government was only considering the idea.

Unlike the dead straight stretches of highway in the NT, NSW would – if at all – take a soft approach by increasing limits rise from 110km/h to 120. It would be unlikely, according to comments made by Mr. Gay, that NSW residents would see higher numbers due primarily to the poor condition of many of the state's roads.



KEYLESS ENTRY CLASS ACTION

In the same vein as the hacking of modern vehicles fitted with keyless ignition, a class action lawsuit has been filed in California against 10 vehicle manufacturers that alleges a failure to fit safeguards to keyless ignition systems. According to reports, 13 deaths in the USA have been attributed to carbon monoxide poisoning as a result of vehicles failing to turn off when the driver alights from the car without pressing the Start/Stop button. The complainants say that OEMs should have features (or even simple warnings) in place that will stop engines automatically to prevent this from happening.

As litigious as the USA can be, we see their point. Australian Design Rule (ADR) 25 discusses the subject of safeguards when it relates to starting a vehicle – such as steering, ignition or transmission locks – but says nothing about turning the car off. Brands including Bentley, Ford, Kia, Toyota and Hyundai are implicated in the suit and could see changes to the design of these systems in the future.



SANDMAN VERSUS CANCER

Autobarn and V8 Supercar builder Triple Eight Racing are aiming to raise \$400,000 for men's cancer research by providing its unique Sandman super wagon for promotional purposes during the month-long awareness campaign organised by the Blue September charity. We brought you images of the Sandman-inspired racer when it was unveiled last year. The 475kW monster will wear a bespoke blue-themed vinyl wrap as it goes on tour in support of the campaign. You can find out more about Blue September at its website: blueseptember.org.au.



EXCLUSIVE AUSTRALIAN DISTRIBUTOR



FORGELINE
Forged Alloy Wheels

WWW.HARROP.COM.AU/WHEELS

Drive to the track
and run a 7!!!!!!



**Terry Seng Paramount Performance
Australia's Fastest Street Car.**

LS powered VK Brock Commodore,
7.97 sec at 174 MPH Willowbank 24/5/2014.
Driven to and from Toowoomba with trailer to race.

LS1, LS2, LS3, L98 V8



NEXT GEN LS Camshaft Kits

- Largest range of NEXT GEN for LS profiles specifically designed for cathedral & rectangular port heads
- Cams to suit normally aspirated, turbo and supercharged engines
- Kit comes with matching severe duty conical valve springs

NEXT GEN Heavy Wall One Piece Pushrods

- One piece hi carbon steel and chrome moly pushrods

NEXT GEN Billet Steel Timing Sets

- Billet single and double row timing sets with German IWIS chain



CROW CAMS
NEXT GEN
03 9357 0469
www.crowcams.com.au

street COMMODORES IN THE BUILD



OLD MEETS NEW

This VB looks like it's going to be one hell of a cool machine once it's finished. It belongs to Justin Raymond and is not only a nice clean ride thanks to its recent respray, but under the bonnet hides a Toyota 2JZ that's amped up by a 6 Boost manifold, BW S366 turbo, 262 HKS cams and 1000cc injectors. This potent combo is backed by a transbraked Powerglide and a Borg Warner rear end. Justin says the car should be completed in a few months and from that moment we reckon his tyre bill is going to be astronomical!

STREET COMMODORES

If you think your car has what it takes to be showcased in the build, then be sure to email us at talk@streetcommodore.com



QUICK AND COMFY

Over the years since its release, Street Commodores hasn't featured all that many WH models. The ones we have featured have been great, but it seems the luxo barge just gets overlooked for smaller, lighter variants. Dan Smith clearly thought this was a grave injustice and has gone about transforming his Statesman into the perfect blend of performance and luxury – even doing "95 per cent of it myself", he says.

Here's a quick run down from the man himself. "LS1 383ci stroker, forged bottom end, custom cam Borg Warner S475, custom exhaust manifolds, T400, transbrake, custom tail shaft and axles, custom interior, full smooth engine bay with everything hidden and will have FR22s when finished. I hope you like it." We sure do, Dan!



HEAD LIGHTS



TAIL LIGHTS



<http://www.MarsPerformance.com.au>



It is...

MARS
PERFORMANCE

Australia's No.1 Performance Lighting & Plastic Bodykit Dealer!

FULL
BODY KIT OPTION



**WHEELS
& TYERS**



MARS
PERFORMANCE PTY LTD
VMP wheels
PERFORMANCE LUXURY ALLOYS

FRONT BUMPERS



REAR BUMPERS



GRILLS



SIDE FENDER / SKIRTS
& DOOR MOULDS



MIRRORS



REAR SPOILERS



CARBON PARTS



FOG LIGHTS



LIFE TIME
WARRANTY!



HID/XENON LAMP

HALOGEN LAMP



BONNET & TRUNKS



DRL LIGHTS



CORNER & TURN SIGNAL



BMW ANGEL EYES MARKER



MARS
PERFORMANCE PTY LTD

Tel : 03 9543 7778
Fax: 03 9543 7779

Address: 480 Clayton Road, Clayton, VIC. 3169, Australia
Email: Sales@MarsPerformance.com.au

MPW Performance

Do you love cars
and modifying them?
SO DO WE...

WE HAVE WORKED ON SOME OF THE
TOUGHEST CARS IN OZ AND WE WANT TO
WORK WITH YOU ON YOUR NEXT PROJECT

TURBONETICS

FREE
CONSULTATION ON
YOUR NEXT PROJECT

Feel free to call or visit us at
our NEW headquarters to
discuss your needs

FROM MILD TO WILD, CAMSHAFTS TO EXHAUST,
BLOWERS OR TURBOS, CUSTOM FABRICATION - DYNO

WE LOVE IT ALL



3 Mills Rd. Dandenong, Victoria Phone: 03 9793 2678
21 Albert St. Moolap, Victoria Phone 03 5298 3011

mpwperformance.com.au

REFR



SENT

A HDT-SPECIFIED VC
GETS THE COMPLETE
OVERHAUL FOR AN
AUSSIE STUNNER YOU
CAN'T PEEL YOUR
PEEPEERS FROM

PHOTOGRAPHY BY DANIEL WARD



I REMEMBER WALKING INTO
MY BOSS'S SHED WHEN I
HAD JUST STARTED MY
APPRENTICESHIP (A
LONG TIME AGO) AND
SAW THE CAR
SITTING THERE



Classic HDTs aren't exactly everywhere these days, nor are they cheap. Suffice of surrendering a kidney or two, the next best thing is to head down the replica route. It can be a road fraught with issues, but come out the other side and you're guaranteed a stunner. Just ask the owner of this HDT-inspired VC.

Luke Sheldon (36) bought the VC "years ago" and says the build is still going. He bought the car for \$16,500 but has since spent an unknown figure turning it into this. Read: a lot.

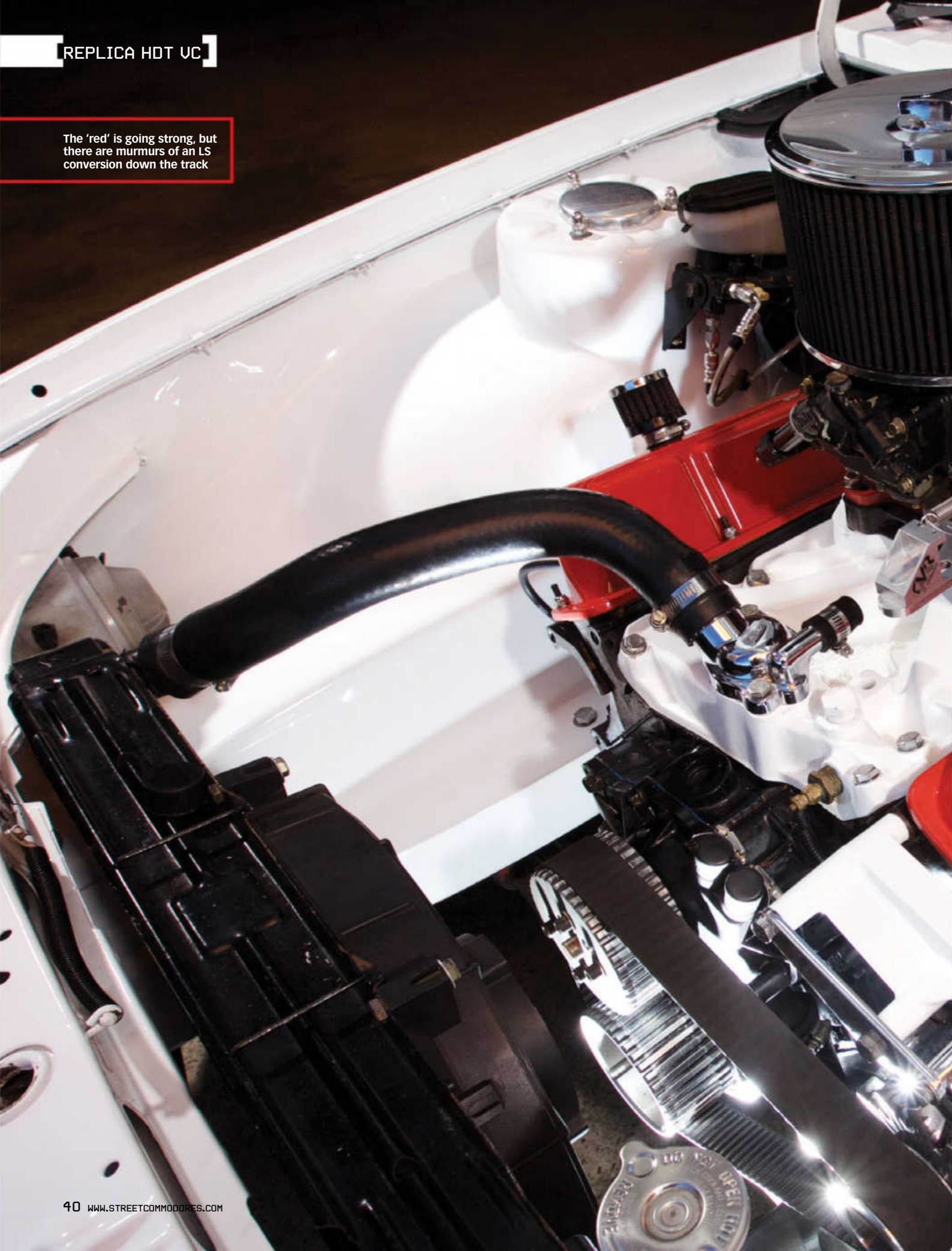
Says Luke, "I remember walking into my boss's shed when I had just started my apprenticeship (a long time ago) and saw the car sitting there. Back then it was still being slowly pieced together and still had a lot to be done to it."

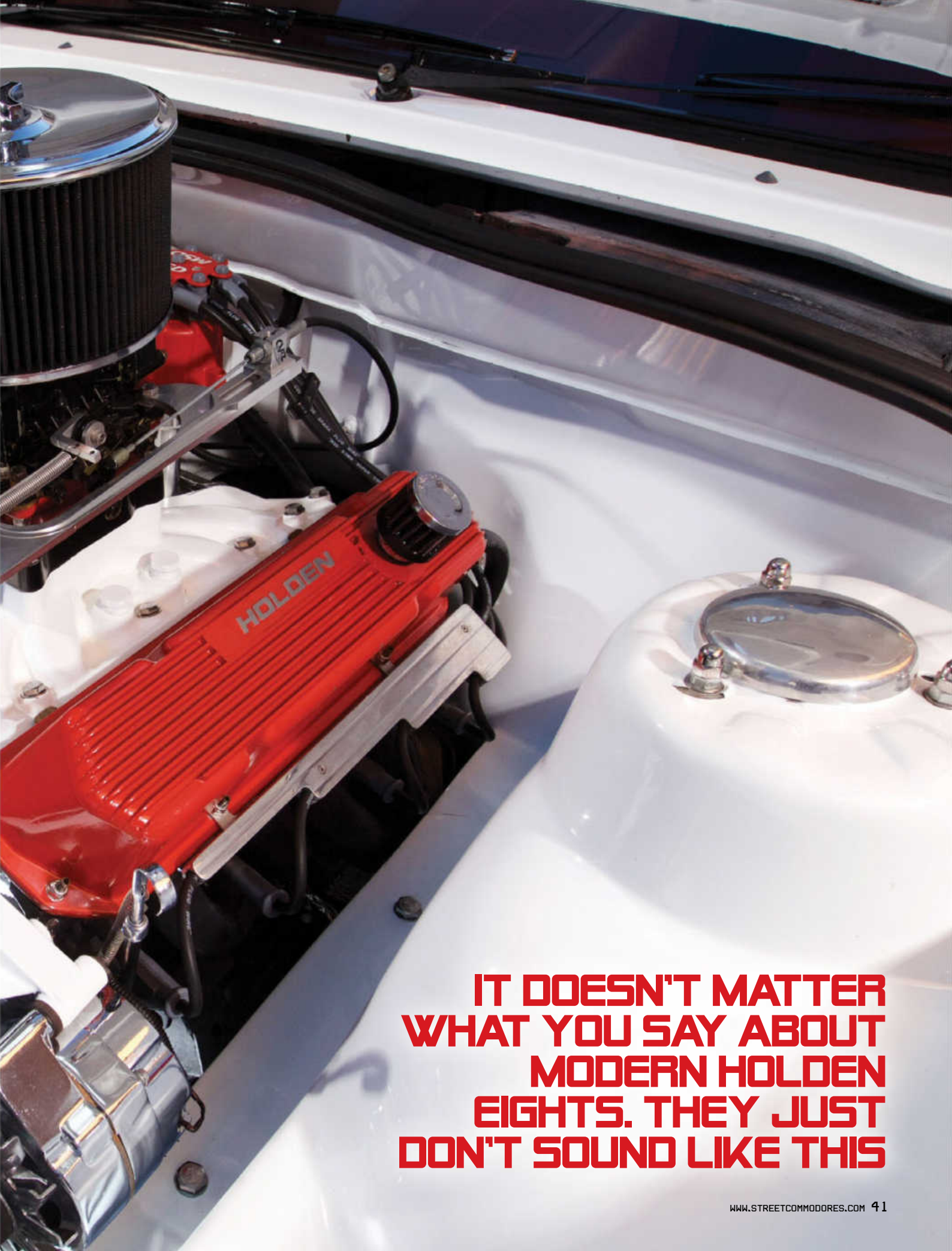


As far as reps go, this one's tough to beat. There's so much work even in the body alone



The 'red' is going strong, but there are murmurs of an LS conversion down the track





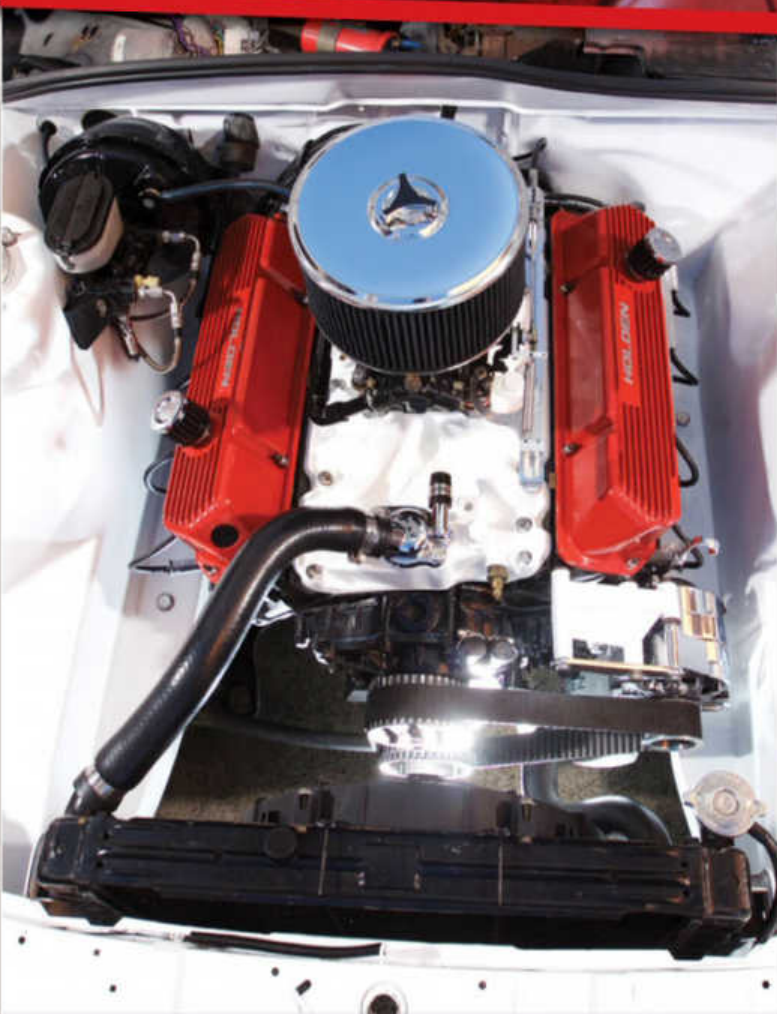
**IT DOESN'T MATTER
WHAT YOU SAY ABOUT
MODERN HOLDEN
EIGHTS. THEY JUST
DON'T SOUND LIKE THIS**



THE BLOCK HAS SEEN JUST ABOUT EVERY TEST AND MOD THAT CAN BE DONE TO A 308 AND THEN STUFFED SILLY WITH THE BEST OF BEST INTERNAL COMPONENTS



Keeping it standard was always the best bet inside. Doesn't mean it isn't as clean as the rest of the car



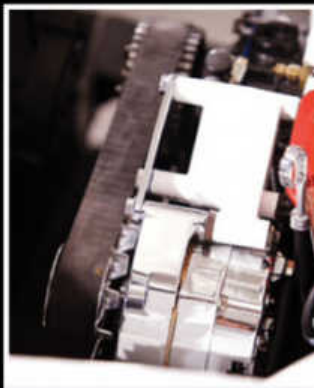
From this moment Luke used every opportunity he had to tell his boss that one day the Commodore would be his. In response, his boss told him countless times that he'd never sell it... but never say never.

"I helped him put the car together over the next few years in the afternoons after work and over a lot of late nights so it was ready for his wedding day. His wedding day passed and the car still did a lot of sitting around in the shed never driven. It looked different back then. It had different wheels, engine, gearbox and the HDT stickers had not been put on."

Eventually, the long game paid off. "Finally I convinced him to let me buy the car in 2006 and started making my own changes to it, including getting the engine bay

smoothed and the wiring hidden." A lot followed, including those classic Simmons FRs, the HDT sticker kit to complete the replica feel and the driveline. The old motor and gearbox were sold and replaced with a new 308 that was built in conjunction with a five-speed Supra box.

Indeed, the bulk of the work is to be found between the strut towers. The block has seen just about every test and mod that can be done to a 308 and then stuffed silly with the best of best internal components. Topped off with a proven Edelbrock Torker and 4150 750cfm carburetor, the performance, and sound, cannot be beat. It doesn't matter what you say about modern Holden eights. They just don't sound like this. It's all run out via a custom exhaust that is a masterwork in its own right.



FUTURE PLANS REVOLVE AROUND 4IN OF DISH FOR THE REAR WHEELS



The 1980 VC has also run a solid 11.7@121mph at Willowbank a few years ago. This was something of a lazy attempt. With more fine-tuning, there's no doubt much more there, but Luke's happy just to cruise and enjoy the car for what it is without being swept up in numbers... for now.

Moving on, Luke says his future plans revolve around 4in of dish for the rear wheels, though it will have to be tubbed first. There is also mention of an LS motor down the track, but that's up in the air—just like the front wheels whenever Luke hits that gas pedal.

Thanks: "I'd like to thank Mick from Drifting, a special thanks to Joe at Macs Mufflers for all the late nights and accepting rum as payment, Anthony Futia for Anteck (0404 024 429) for your support and encouragement, my partner Faye for all your support with it for so long, and Jye from the Performance Centre for the awesome tune (07 3205 1911). SC



NITTY-GRITTY

ENGINE:

308ci red eight-cylinder

PERFORMANCE:

438hp

ENGINE HARDWARE:

Block bored, balanced, honed, decked, blueprinted, chemically cleaned and crack-tested, ACL rings and Race-series pistons, ARP mains and rod bearings, ported and polished heads, stainless valves, three-angle valve guide, Yella Terra guides, Crane springs and 300A solid camshaft, solid lifters, twin-row timing chain, ARP stud kit, Gilmer drive, High Volume oil pump, High Energy oil pan, 140A alternator, MSD Pro billet dizzy and Blaster coil, 6A spark amplifier and leads, Holley 4150 750cfm carbide, Edelbrock Torker manifold, mild-steel four-into-one 1

5/8in headers, 2.75in twin exhaust system dumped with Powerflow mufflers, battery relocated to boot

DRIVETRAIN:

Toyota Supra five-speed gearbox, single-plate Direct Clutch custom clutch, two-piece driveshaft, Ford 9in diff (4:11), live axle

SUSPENSION/BRAKES:

King Springs and Koni shocks

WHEELS/TYRES:

19in Simmons FR wheels (three-piece) painted and polished, VN V8 front and rear brakes with drilled and slotted rotors

BODYWORK:

White Glasurit two-pack, HDT graphics, colour-coded wheels, HDT bodykit

INTERIOR:

Standard



LOWE

FABRICATIONS

CUSTOM AUTOMOTIVE ACCESSORIES



BILLET STRUT TOP CAPS
To suit VB-VN Commodore



BILLET STRUT TOP CAPS
To suit VR-VE Commodore



HOLDEN V8 BILLET ROCKER COVERS
Available to suit both VN and early-style heads



LS-SERIES BILLET ROCKER COVERS
To suit LS1, LS2, LS3, L76, L98, LSA etc



LS-SERIES BILLET COIL BRACKETS
Bolt to our billet rocker covers, or use to remote mount coils



BILLET TIMING COVERS
To suit Holden V8, electric and mechanical water pumps



FIBREGLASS WIPER MOTOR COVERS
Available to suit VB-VL and VN-VS Commodores



HOLDEN V8 BILLET ALTERNATOR BRACKET
Both low- and high-mount versions available



LS-SERIES BILLET VALLEY COVER
To suit LS1, LS2, LS3, L76, L98 etc



BILLET POWER STEERING BRACKET
To suit Holden V8



BILLET BRAKE MASTER CYLINDER CAP
To suit oval master cylinders



BILLET BRAKE MASTER CYLINDER CAP
To suit rectangular master cylinders



BILLET BRAKE MASTER CYLINDER BRACKET
Available to suit VB-VS and VI-VY Commodores



BILLET DIPSTICK HANDLE
To suit LS and Ecotec V6 engines



RADIATOR CAP COVER
To suit most automotive applications



RB-SERIES BILLET ALTERNATOR BRACKET
To suit RB20, RB25, RB26 and RB30 engines



VE COMMODORE BILLET CAP SET
Huge range of billet parts for VE Commodore



LS-SERIES ALLOY POWER STEERING RESERVOIR
Available with dash or barb fittings



CUSTOM STAINLESS STEEL FABRICATION
Scuff plates, catch cans, fuel tanks, surge tanks and overflows



POWDERCOATING
Huge range of custom finishes available

1300 569 332

www.lowefabrications.com.au

info@lowefabrications.com.au



PERFECT BROCK

VL COMMODORE HDT SS GROUP A PLUS PACK IS A MOUTHFUL, BUT THEN AGAIN THIS IS ONE MODEL THAT WAS TRULY STUFFED FULL







Anthing with Peter Brock attached to it remains with a certain halo around it here in Australia. Perhaps no car embodies the racing legend as much as the VL HDT SS Group A. It was the second car built for Group A racing. Some five-hundred were released in total from 1986 right around the launch of the unleaded V8. Given the Energy Polariser debacle, you'll only find Brock's signature on the higher-spec Plus Pack models, one of which we have right here for your peepers.

Owner Ben Holmes (49) picked the car up off Harry Christian with 57,000km on it in 2014. "The car has had several owners being BCOAA members and has been stored most of its life." It shows, with the vehicle absolutely immaculate from tip to tail.

"The car was originally sold to L&P Savage Brothers Marine Pty Ltd on the

22/01/87 and was one of three they purchased from Noel Dight Holden in Lilydale Victoria. The car was once also owned by Martin Hayden, ex-BCOAA Vice President VIC, and was shown many times, including being inspected by Peter Brock."

Continues Ben, "I have many photos of Peter Brock with the car," some of which you can see here. Brock himself was deep into the HDT builds, playing a direct role not only in their design, but piloting quite a number to boot.

Of the 500 Group As, only 173 received the Plus Pack. This included revised springs and anti-roll bars, as well as special front suspension geometry and new spring mounting pads, all designed to keep handling sharp and track-ready. The engine copped improved cylinder head cooling thanks to an extra water passage to the head and high-pressure fuel pump, while on the inside was a plaque with the build numbers, Scheel seats, Momo tiller and leather gearknob.





**THE CAR HAS HAD
SEVERAL OWNERS BEING
BCOAA MEMBERS AND
HAS BEEN STORED
MOST OF ITS LIFE**



The 5L has been kept as factory as possible. Only the exhaust has come in for refinement



The exhaust has been redone here in Ben's example, the racing Group A headers getting the ceramic-coated treatment, especially vital given the flange is no close to the cylinder heads. The standard Borg Warner T5G five-speed transmission remains.

Apart from two white prototypes, all SS Group As were Permanent Red, the colour remaining and immediately signalling this is something very special indeed.

"Whilst the car was in the hands of Martin Hayden it was maintained by John Van Roosmalen. It is now maintained by Gforce Narellan and Smeaton Garage Paint and Panel,

with exhaust work by Sureflo in Ingleburn."

Ben gets the car out when he can, always to a much-appreciative audience. Everyone just cannot get enough of it. At Bob Jane Granville the VL was Car of the Day. It also made an appearance at the BCOAA 2015 Annual Show & Shine where it earned itself a legion of new fans keen to hear the tales behind the legend. We have no doubt the man himself would approve if he were around today. A vehicle like this may be for die-hard enthusiasts, but out and about it is appreciated no matter your age. That's the way Brock himself would have wanted it.

**OF THE 500 GROUP A's,
ONLY 173 RECEIVED
THE PLUS PACK**





The Permanent Red gives away the game for trainspotters. It still can't be beat

NITTY-GRITTY

OWNER:

Ben Holmes

VEHICLE:

1986 VL HDT SS Group A Plus Pack

PAINT:

Permanent Red

STYLING:

LE side skirts and rear skirt, Hollandia sunroof, Group A bodykit

ENGINE:

5L HDT eight-cylinder

ENGINE MODS:

Port matched inlet manifold and four barrel Rochester carburettor with cold air induction

POWER:

137kW

EXHAUST:

Standard extractors ceramic coated, stainless steel exhaust system with Ballistic cat

TRANSMISSION:

T5G manual gearbox

DIFF:

Borg-Warner (3.45) LSD

SUSPENSION:

Standard

BRAKES:

VN Group A front and rear

WHEELS/TYRES:

16in polished and painted Momo wheels, 205/55 Bridgestone Potenza tyres

INTERIOR:

Rear headrests fitted, Momo VL GPA Ghibli V36 steering wheel

TUNES:

Upgraded Eurovox stereo with stacker in boot and EQ in centre console, Eurovox front speakers, Alpine rear speakers

WHOS RESPONSIBLE:

Giorce Narellan, Smeaton Garage Paint and Panel, Sureflo Ingleburn



The interior is so clean you have to wonder whether this is 2015 or 1986

Castlemaine **ROD SHOP**

HQ - WB POWER STEERING BOLT ON KIT

Complete bolt on item and requires no chassis modification, and doesn't require modified or custom-made extractors. The kit is fully engineered and comes with detailed fitting instructions.



LS CONVERSION KITS

Kits Available for:

- VB-VS COMMODORE
- HQ-WB HOLDEN
- TORANA
- EARLY HOLDEN'S
- HOLDEN RODEO
- NISSAN PATROL



VT-VZ COMMODORE HUB ADAPTORS

AUSTRALIAN MADE.
Can be adapted to All Early Holdens, Toranas and Commodores.



\$295
FOR THE PAIR

AUSTRALIAN MADE DOOR SKINS



Charger
2 Door Torana
4 Door Torana
HQ Monaro
HQ Sedan
HK Monaro
XP Falcon

WILWOOD DISC BRAKE KITS

Large range available for all makes and models



HOLDEN DROP SPINDLES



We currently have drop stub axles to suit Holden models HD-HR-HK-HT-HG-HQ-HJ-HX & WB. Torana LC-LJ-LH-LX & UC, various brake options are available with our Holden range



COMPLETE 9 DIFF'S

FOR VARIOUS MAKES AND MODELS

Complete ready to bolt in with wilwood brakes for a various makes and models



BELLHOUSINGS

OVER 500 BELLHOUSINGS FOR ALL YOUR GEARBOX CONVERSIONS



\$250

WHY PAY MORE



HP ENGINE MOUNTS

HIGH PERFORMANCE ENGINE MOUNTS TO SUIT A WIDE RANGE OF ENGINE CONVERSIONS
LIFE-TIME WARRANTY

rodshop.com.au

t: 03 5472 2853 e: sales@rodshop.com.au

NO STRANGER TO
V8-POWERED VN
COMMODORES, SHANE
POTTS' PRISTINE
TWIN-THROTTLE
CALAIS CARRIES A
DEEPER SENSE OF
SENTIMENTALITY



A white Jaguar XJ6 sedan is shown from a front-three-quarter perspective, parked in a dark garage with red walls. The car features a sunroof, alloy wheels, and a dark interior. The lighting is dramatic, highlighting the car's sleek lines.

TWIN-THROTTLE CALAIS

THE TRIBUTE

STORY AND PICS BY
HOSKINGINDUSTRIES.COM.AU



Like the rest of Shane's VN, the boot is immaculate

Shane Potts is a self-confessed V8 Commodore nut – in particular he loves VNs. This white 1990 Calais is at least the third V8-powered VN he's owned, with the family shed still containing his pride and joy red Calais (see breakout). These two co-exist with Shane's partner's SV99 and the shed has previously played host to a white VN SS, VK Berlina and two VB sedans. But this Calais in particular holds a special place for Shane. He was rebuilding the car as his father was battling terminal illness. "I was trying to get it finished before he passed away, so he could see it finished," Shane says. "He'd often come down

to the garage and just sit and watch me working on it."

"We did get to give him a fitting 'V8 send-off' at his funeral, though. Five of the family's V8s (including Shane's brother's VK Berlina, his wife's SV99, his sister-in-law's VY SS, his best friend's blown VN Calais and this white Calais) escorting the funeral procession."

Sadly, Shane didn't quite get the Calais finished in time, but that connection makes this a special build for him. And we reckon it's a special car. Using primarily GMH parts, the VN is like some kind of special edition that Holden could have released back in the day, complete with hi-po' V8, six-speed, big brakes (for the time) and all the luxury the company had to throw at you.

"I TOLD THE MISSUS I NEEDED A DAILY DRIVER – THAT DIDN'T LAST LONG!"

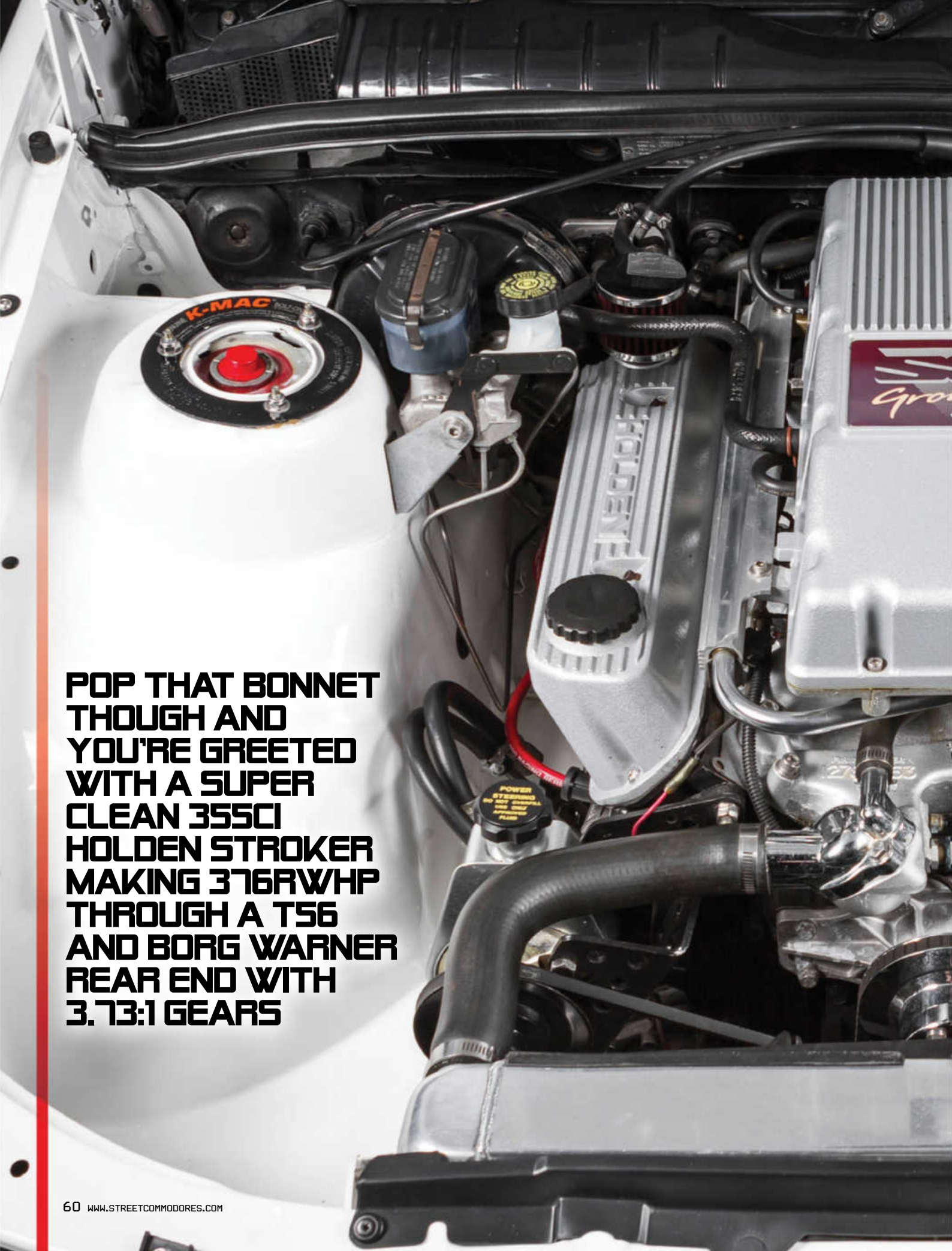




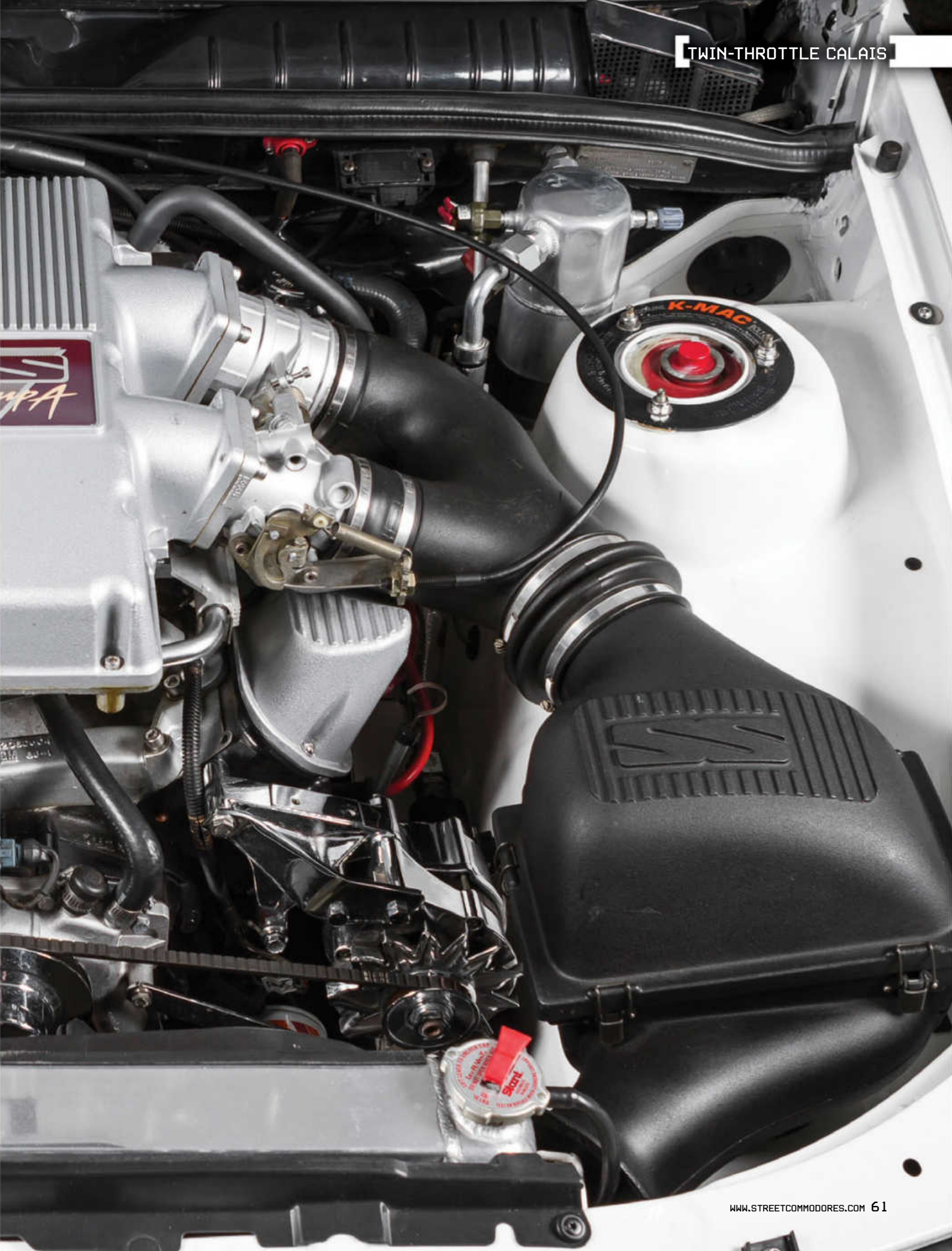
The pristine factory Calais velour trim remains, upgraded with a few choice mods like the VX gear knob attached to the RIP Shifter, the Pioneer head unit powering the Sony speakers mounted in the factory locations, the VY SS pedals and the fresh carpets. It's nice to see a car built primarily up-spec' parts from other Commodore models



Genuine three-piece Simmons FRs measure 19x8in up front and 9.5in out the back, despite a stock diff' housing and no tubs!



**POP THAT BONNET
THOUGH AND
YOU'RE GREETED
WITH A SUPER
CLEAN 355CI
HOLDEN STROKER
MAKING 376RWHP
THROUGH A T56
AND BORG WARNER
REAR END WITH
3.73:1 GEARS**





VX twin thermo fans and an alloy radiator help keep things cool

THE RED MENACE

Shane's no stranger to the pages of Street Commodores. His 'main' toy is this tough, red VN Calais known as VN 350. It was a hit when it originally featured within our pages way back around issue 100 and he still has the car today, with a significant amount of work taking place since its original feature. We'll be bringing you a fresh feature on the car soon, so stay tuned. We reckon you're gonna love what Shane and his mates have done to it!



Amazingly the four year rebuild started with a wreck of a car that Shane bought practically sight-unseen. "After searching for a white VN Calais on Carsales.com.au, I found this one in Melbourne – some 1200kms away," he says. "I booked a flight on the Friday night, my wife dropped me off at the airport on Saturday afternoon and landed in Melbourne at 8pm.

"I looked at the car in the dark, exchanged keys for money then drove the car the 1200kms back home. I was at home by 9am the

next morning. A big weekend!"

Shane says the VN was "very rough" when he got it. "But I didn't care – it was a VN!" he says.

Today, 'rough' is certainly not a word you could use for this Calais. Perhaps words like pristine, immaculate and better-than-new would better suit. With its smooth, fresh two-pack white-over-silver Calais paint scheme, sunroof and SV3800 grille, the old girl looks clean from any angle and riding on those FR19s in matching silver, the car looks as classic and iconic as you could get. If

it weren't for the hole in the bonnet, you'd be forgiven for thinking that the story ended there.

Pop that bonnet though and you're greeted with a super clean 355ci Holden stroker making 376whp through a T56 and Borg Warner rear end with 3.73:1 gears. Shane has done much of the work himself, being a mechanic by trade. This included wiring up the Haltech ECU and partially hiding the wiring for a cleaner look.

Inside, the Calais trim was given a thorough going over, with fresh

carpets installed and a different rear bench sourced from another car. It all looks just about factory fresh, save for the manual stick with a VX gear knob showing six gears – a RIP Shifter hiding beneath. The cabin boasts other GMH parts, like the VY SS pedals and VP GTS steering wheel. A Pioneer head unit feeds two pairs of Sony speakers mounted into the factory locations and a shift light hides up against the A-pillar on the dash. It's almost like some kind of wonderful HSV-Improved model from 1990.

**"MY DAD WOULD
OFTEN COME DOWN TO
THE GARAGE AND JUST
SIT AND WATCH ME
WORKING ON IT"**





Clearly of the mindset that a car is never finished, Shane has more plans for the white Calais. During our photo shoot he mentioned that a mate had his eyes on buying the long motor, with Shane eyeing off one of Torque Power's Little Paw

combos. Combined with a blower and this Calais will be a truly different beast – however he reckons this won't be for a while yet.

Stay tuned for our new feature on Shane's red machine, coming soon! **SC**

NITTY-GRITTY

OWNER:

Shane Potts

MODEL:

1990 VN Calais

BODYWORK:

Sunroof, SV3800 grille, hole in bonnet

COLOUR:

2-pack white over Asteroid silver

BLOCK:

VN 5L

ENGINE MODS:

Mains girdle, Harrop 3.48in crank (355ci), ACL Race Series 10cc dish pistons (10:1-comp'), A9L rods w/ ARP bolts, ACL rings, ARP head and mains studs, Camtech valve springs and retainers, Camtech hydraulic roller cam (0.579in lift, 230° duration, 110° LSA), Crane pushrods, Yella Terra 1.65:1-ratio Platinum roller rockers, Rollmaster timing chain, modified JP oil pump, VX thermo fans, PWR alloy radiator, 80A alternator, VN Group A SS twin-throttle intake setup, supercharged V6 injectors, modified Group A SS air box, Crane Hi-6 spark amp', Crane LS92 coil, Haltec E6-GMX ECU, V6 in-tank pump, Bosch 044 external pump, 65L tank

POWER:

376whp (280rwkW)

EXHAUST:

Pacemaker tri-V headers (1-3/4in primaries), twin 2.5in stainless

exhaust into single 4in, stainless mufflers, 2x standard cats

GEARBOX:

T56, RIP Shifter, single-plate clutch

DIFF:

BW, 3.73:1 final drive, LSD, heavy duty unis

BRAKES:

VN Group A SS front rotors and calipers, stock rear discs, TRW pads, braided front brake lines

SUSPENSION:

King springs, Monroe front struts, Pedders rear shocks, Pedders 27mm front swaybar, Whiteline adjustable panhard

WHEELS/TYRES:

19in Simmons FR rims (8in front, 9.5in rear), Nankang NS2 tyres

INTERIOR:

VP GTS steering wheel, VN Calais velour trim, new grey carpets, shift light, VY SS pedals, VX HSV gear knob

STEREO:

Pioneer head unit, Sony speakers in front and back

BUILD TIME:

4 years

COST:

\$30,000

CONTACTS:

Diff Technics, Altopac, G-Force, "My wife Kristy, my mum and dad and brother Ricky, mates Matt Feeney, Dave Page, Mark Lambert. Car is dedicated to my dad, Greg"

IT'S ALMOST LIKE SOME KIND OF WONDERFUL HSV-IMPROVED MODEL FROM 1990





Valvoline

MAN LIKE HORSEPOWER



VALVOLINE SYNPOWER
flows faster to all parts of the engine
for the power man instinctively craves.

SYNPOWER.COM.AU

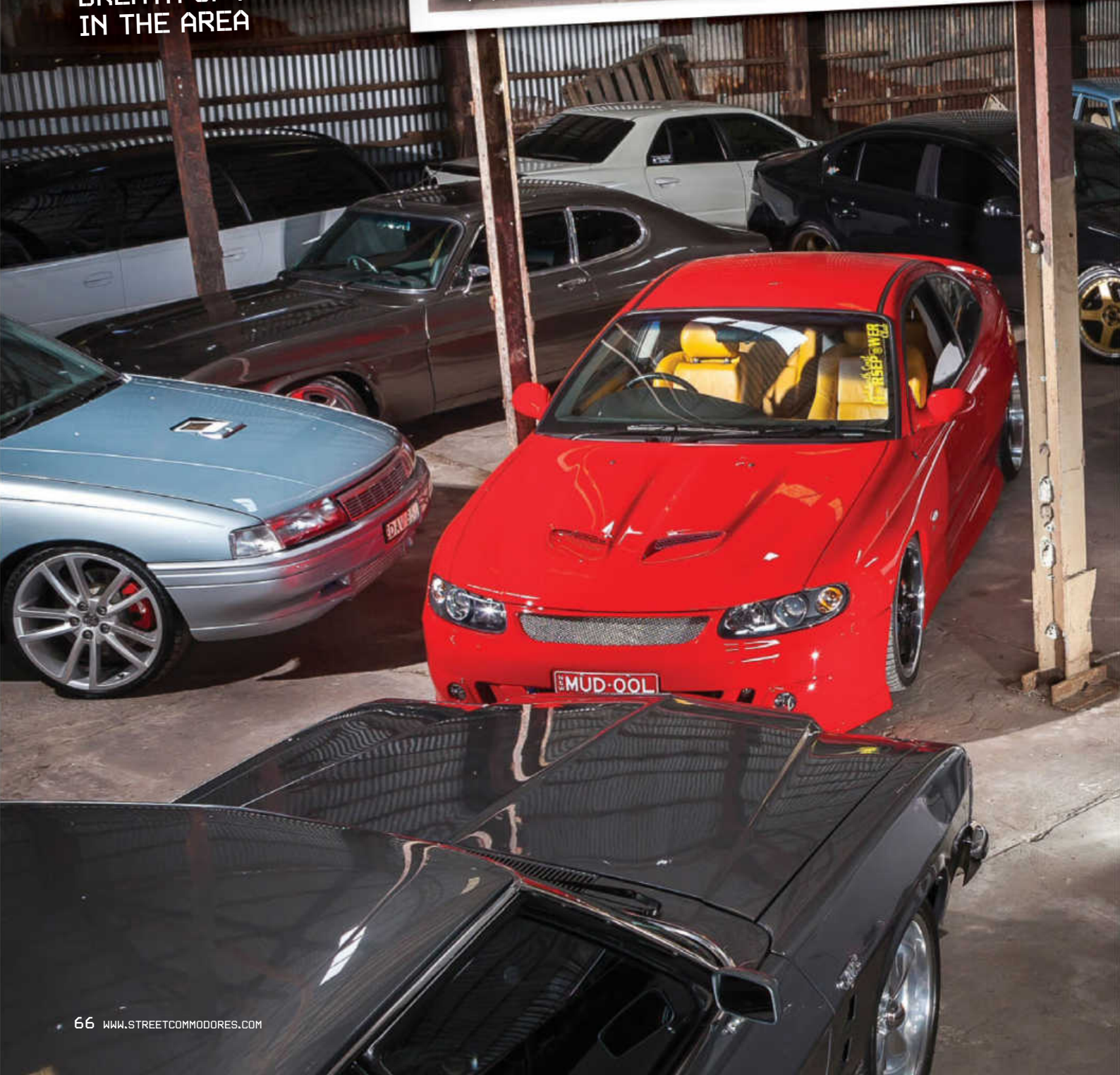


Apple, the Apple logo, and iTunes are trademarks of Apple Inc., registered in the U.S. and other countries. iTunes is for legal or rightholder-authorized copying only. Don't steal music.

NSW'S MID-NORTH COAST IS A HOT BED OF ACTIVITY WHEN IT COMES TO MODIFIED CARS, AND THE MID-NORTH COAST HORSEPOWER CLUBS MANTRA OF INCLUSION AND DIVERSITY IS A BREATH OF FRESH AIR IN THE AREA



The club currently boasts 60 active members with over 500 people members of the club's Facebook group



LIVING THE CLUB LIFE



Ben Henshaw's VF SSV Redline looked luscious in its red and black paint scheme, but also packed a few mods under the bonnet, like Harrop OTR, HSV headers and exhaust



CUSTOM CARS AREN'T MERELY THE REALM OF CAPITAL CITIES AND MAJOR CENTRES

Custom cars aren't merely the realm of capital cities and major centres. There are pockets of activity to be found all over the country, from places like Singleton and Thirlmere to Townsville, Newcastle, Kalgoorlie and innumerable locations in between. Another hot bed of modified car activity is the Mid-North Coast of NSW, between say, Port Macquarie and Bulahdelah.

A relatively new club has sprung up in the greater Taree area, cleverly called the Mid-North Coast Horsepower Club. Club founder Michael Muddle says it has been a response to the multitude of regional clubs that only catered to narrow bands of the scene, like hot rods only, Ford only, Holdens only... you get the picture. "I wanted to get all the like-minded car enthusiasts from around the area together so we could go on cruises, to car shows and car events like drifting, burnout comps, Summernats and the like," he says. "This club caters to all makes and models. We've even got some motorcycle owners as members."

Started around 18 months ago, the club has grown quickly through the use of a simple Facebook group page and at the time of writing boasts 60 active members, with some 500 members of the FB group as well. And true to the original idea, the club does boast a wide range of makes and models – from the typical Holden and Ford fare to rotors, Skylines and the odd bike. This sense of inclusion extends to the sexes, too, with a number of female members helping to prevent the club being a total sausagefest.





Doug Wynter's VZ Maloo continues the club's seeming Vortech supercharger obsession. The ute makes 543whp

James Waugh's HX Premier runs a neat Yella Terra-blown 308ci V8

"We go on regular outings," Michael says. "Past events have included Friday night pizza runs and regular trips to the businesses that have kindly sponsored the club so far like Zephy's Cafe and the Harrington Bakehouse.

"We've organised Poker Runs, Christmas party cruises and represented the club at local car shows."

Michael says many more club events are planned, including group trips to Sydney for drag racing, dyno days, paintball matches and plenty of cruising around the Mid-North Coast. And there's clearly plenty of support amongst the members, with our photo shoot attracting a ton of interested onlookers in the form of friends, partners and family. We enjoyed the company of 15 of the current 60 active members which represented a good cross section of the kinds of machines the club boasts – a club that features a number of former magazine feature cars and plenty of horsepower.

"Putting it together has been a lot of work and a little stress," Michael says, "but it has all been worth the effort so far."

Dion Kedwell's VE SS wagon has just had a fresh motor bolted into it which includes an Oztrack-grind cam, head work, valvetrain mods and a MAFless tune for 330rwkw



MEL'S VT WAGON

Lisa Ferrin's VY wagon wasn't the only family mover on show during our photo shoot. Mel Smith's series-1 VT wagon definitely made its presence felt by rolling into our location and promptly deflating its airbags, tucking the 20in colour-matched rims right up under the guards. If that wasn't cool enough, the 5L-powered wagon also packs a serious audio punch with a full stereo install and the interior boasts Coulson seats front and back. Mel has had the wagon for about 18 months and bought it half finished. When asked what else she had planned for it, we copped a simple, "It's never finished!"

The twin subwoofer enclosures look cool and still leave plenty of room in the back for luggage or shopping



The wagon boasts black leather and suede Coulson seats front and back



The big 20in colour-matched rims tuck right up under the guards thanks to a full airbag system



Mid North Coast
HORSEPOWER
Club



The trim is still the same as when it was featured on the cover of Street Commodores all those years ago – and still in excellent condition!



Making over 700whp thanks to the 383ci cast-iron LS1 and blower kit, it looks great doing it, too!



The Lenso rims are pretty different from the old billets, but help make the CV8 look more how Michael wants it



Michael has built himself a neat little stereo install in the boot, too

MICHAEL'S CV8

Club founder Michael Muddle's CV8 Monaro has a pretty storied history, having graced the cover of Street Commodores magazine some 10 years ago when originally built by renowned local car builder Dave Keen. Michael bought the car, lock, stock and barrel five years ago and has been working to put his own stamp on things since then. Still running its 700whp+ Vortech-blown 383ci cast iron LS1, the coupe has seen changes at every turn, including new Lenso wheels, an overhaul of the airbag system, plenty of under-bonnet detailing and a new home-built boot install for a couple of power amps and 12in sub that leaves plenty of room for overnight bags or some sunny afternoon shopping. Michael isn't 100 per cent on what else he wants to do with it yet, but a respray might be in order.





Dave's VN is one tough mutha, with a Vortech-blown, twin-throttle Holden stroker making 580rwhp



Dave reckons the leather trim is a little tired these days and is one of the things on his list to fix next



Is there anything the VE rims don't look good on?

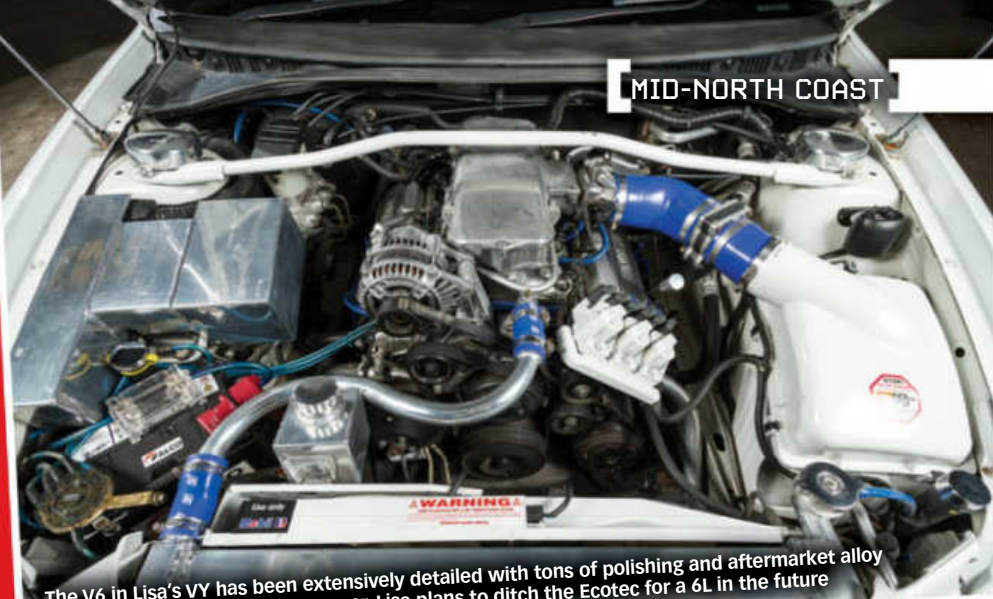
DAVE'S VN CALAIS

Dave Page has had this VN Calais for the last 13 years and it's become a rocket ship in that time, thanks in large part to a beefy twin-throttle, stroker Holden motor and Vortech supercharger setup. Together with some judicious hidden wiring, the combo looks as good as it goes. Outside, Dave has retained the Calais' classic good looks, but added some VE 20in rims and upgraded the front brakes with a PBR twin-piston kit. The project isn't finished yet, though. Dave says he's turning his attention inside soon, with an interior freshen up to the SV5000 leather which should round out the package nicely.



LISA'S VY WAGON

It was nice to find that the Mid-North Coast Horsepower club wasn't a totally boy's club. Indeed, the club boasts several female members, including Lisa Ferrin and her cool VY Lumina wagon. Lisa bought the wagon from fellow club member Ben Henshaw a little over a year ago and actually appeared in Street Commodores magazine. Today it still boasts all the mods Ben performed, including plenty of engine bay detailing, an in-the-weeds stance and 20in rims. Lisa has started adding her own touches, which include chrome exterior handles and chromed bonnet struts. She says, "I just love getting into it and going for a drive. It's a nice cruiser with a killer sound system."



The V6 in Lisa's VY has been extensively detailed with tons of polishing and aftermarket alloy bits brightening things up. However, Lisa plans to ditch the Ecotec for a 6L in the future

There's plenty of thump coming from those twin 12in subs, but also plenty of room to carry stuff on longer cruises or daily duties



The interior is classy and clean, following the white and black theme that runs throughout





The smooth and clean engine bay features a 355ci Holden stroker with an HSV twin throttle and backed by a T56, making it a real driver's car – especially with the shorter 3.7:1 gears out back

FR19s are a timeless look for just about any car

SHANE'S VN CALAIS

It was a day for VNs with stroker Holden V8s and Shane Potts' Calais was no exception, with a Harrop 355ci under the bonnet. With a Group A manifold, T56 6-speed, button clutch and 3.7:1 gears, it's sure to be a fantastic drive car, but things are just as nice inside. Here you'll find all the original options ticked, including digital climate control, power everything and immaculate, plush velour trim. Shane says he's had the car for around six years and was in average condition when he found it. He loves VNs and has another, much wilder VN at home in the shed undergoing a refresh right now.



The Calais is in fantastic condition, inside and out





Anthracite HSV VZ buckets meld seamlessly into the rest of the understated but classy trim



There's a solid 450rwhp living under the bonnet of Brendan's VN, a COME twin-throttle-equipped 355ci forged stroker boosted with a Vortech making for one potent street car

BRENDAN'S VN SS

One of the standouts (if for no other reason that its eye-catching purple and blue pearl paint) of the group was Brendan Page's VN SS. Running a 355ci stroker with a COME Racing twin throttle manifold and forged bottom end, it's a touch machine. Add the Vortech pump and you've got a weapon of a street car. The mechanic reckons he's spent too much on the car already, so future plans might be a little thin on the ground, but what's already there, like the trimmed out boot, VZ HSV seats, gauges, RF20-1 rims and slammed stance all make it a great streeter.



Pop the boot and Brendan's attention to detail continues to shine through





Strathfield

BROOKVALE

Custom Car Audio Installations

Not your average Strathfield Store

Custom speaker and sub enclosures built here at the shop.
Custom sub boxes designed and fitted from \$350



Ph: **(02) 9939 2977**

750 Pittwater Rd, Brookvale NSW 2100

www.strathfieldbrookvale.com.au



“Night driving is much safer with **2 more seconds to react.**”

Philips X-tremeVision Plus Up to 130% brighter light

Philips Xtremevision Plus light bulbs are the brightest you can buy. They outshine all other car lamps with up to 130% more brightness* and a superior beam length of up to 130 metres. So you see further, react faster and drive safer.

innovation ✨ you



100
years
of automotive lighting

*Compared to a standard lamp



Globe fitment guide www.invisionsales.com/lighting/application
Available with expert fitting and advice from



PHILIPS

HOME BREWED



KILLER CLUBBY

"This is my VR Clubsport," says Taylor Conole. "It has a standard 304ci bottom end with a 286 cam, worked heads and dual plane manifold. Recently converted to manual, 4.11:1 mini-spoiled diff'. There's a VR Senator interior, with the bucket seats. It also has bonnet gauges - oil pressure and water temp. Sits on 20in Simmons FR1's. Future plans are to tidy the engine bay, remove wiring and install power steering and electric water pump and long term goal would be to build a 355ci stroker for it".



Want to see your ride in *Street Commodores*? Send us your 'best' quality images in either print form or digital. Be sure to keep copies of your prints before sending them to 'Home Brewed' 37 Carnarvon Street, Silverwater NSW 2128. For digital images, ensure that they are all supplied in high res, not compressed and at least 1 megabyte in size before emailing them off to homebrewed@streetcommodores.com. If you're not sure what all that means, ask someone from the younger generation!

BRONZED AUSSIE

Steve Brilliant calls his VN Calais his 'old bomb' and 'money pit'. But we reckon it's pretty cool. The 5L-powered luxu barge is nicely lowered and boasts a custom alloy drop tank and tasteful alloys. Pop the boot and there's a surge tank living happily with a stereo install. Under the bonnet Steve's fitted a set of extractors and full exhaust as well as a strut brace and polished the engine covers. Inside you'll see some ancillary gauges and a custom painted instrument fascia, as well as Autotecnica tiller and custom trimmed grippy bucket seats. Nice!



SLEEK AND SLAMMED

Jason Clarke's VE sedan boasts a host of incremental improvements that together make for a very sweet whole. He tells us that he's added a list of things like SS head lights, SSV cat-back exhaust, Walkinshaw bonnet scoop, SS diff' and 2012 chrome grille surround. He's also screwed on a custom intake and affixed some cool head-light eyelids. It now rides a whole lot nicer thanks to a set of coil overs and looks tough on those 20in Verniti Dynasty rims, measuring 10in wide under the butt.



QUARTER



POUNDERS



NEW PRODUCTS

SYNTHETIC POWER

WHAT: SYNPower 5W-30 Oil

WHO: Valvoline

WHERE: All good auto parts stores

HOW MUCH: \$74.88



BIG BRAKES

WHAT: Walkinshaw Brake Upgrade

WHO: Walkinshaw Performance

WHERE: www.wphpf.com.au

HOW MUCH:



HIT WITH A 2x4

WHAT: LS Dual Plane 2x4 Manifold

WHO: Holley

WHERE: www.autopd.com.au

HOW MUCH: \$453.77



HUE IN THE HOLE

WHAT: Powerforce Performance Clutch

WHO: ACE

WHERE: www.malwoodauto.com.au

HOW MUCH: *POA



WIPE AND SHINE

WHAT: Eagle One Wipe & Shine

WHO: Eagle One

WHERE: All good auto parts stores

HOW MUCH: \$15.99

SUPER SNAILS

WHAT: Raptor Supercharger Kits

WHO: Raptor Superchargers

WHERE: www.rapstorsc.com.au

HOW MUCH: *POA



**CHECK OUT OUR
WEBSITE FOR FULL
RANGE & PRICES**

SPOOL

www.spoolimports.com

CONRODS & CRANKSHAFTS



PH: (07) 3279 1074 or 0402 351 688

FAX: (07) 3112 3963

EMAIL: sales@spoolimports.com

WWW.SPOOLIMPORTS.COM



SASS
AUTOMOTIVE
DYNAMIC MOTORING

Hoppers Crossing, VIC

- DYNO TUNING
- tuning 5.7, 6lt
- VCM SUITE AGENT
- supercharging
- 5 AND 6 SPEED CONVERSIONS
- all performance enhancements
- LATEST EFI DIAGNOSTICS
- head & cam packages
- LS1, 2, 3 TURBO KITS

3/9 Hammer Crt, Hoppers Crossing 3029
P: 03 9360 9661




KSPORT **mainline** **HIGGINS** **PWR** **vcm suite australia**

www.sassauto.com.au

STCOM234_03

CASTLEHILL

EXHAUST & PERFORMANCE CENTRE






NOW AVAILABLE
Full range of LSXT & TT kits inc Garrett roller bearing turbochargers

**Unit 68/4 Hoyle Ave.
Castle Hill NSW 2154**

(02) 9680 2777

- In-house dyno tuning
- Complete exhaust package to suit all makes and models
- Custom systems
- Complete performance packages from VT to VE
- Cam packages
- Head packages
- Harrop/PWR superchargers
- Vortech/Procharger superchargers
- MAF/MAFless tunes
- OTR intakes from VT to VE
- Clutch/diff upgrades

NOW EQUIPPED WITH 4WD DYNO

VE OTR AVAILABLE NOW!

www.castlehillperformance.com.au
www.castlehillperformance.com.au

HP **HARROP** **DYNAMICS**

STCOM234_04



RACE SEALERS

PERFORMANCE ENGINE BEARINGS

Australian Engineering Excellence

- Performance engineered tri-metal bearings
- Japanese, European & USA applications
- Manufactured to exacting standards
- High strength material
- High strength overlay plating
- Increased crush and eccentricity



**NO RISK - NO COMPROMISE
- TOTAL PERFORMANCE**

www.aclperformance.com.au

LIKE LIFE IN THE

FAST LANE

EVOLVE[®]



PURE BRAKING PERFORMANCE

Available from your local brake specialist
**VISIT BREMTEC.COM.AU/STOCKISTS
FOR PURE BRAKING PERFORMANCE**

LIKE US AT  /BREMTEC

CAR~BRA

AUSTRALIA EST. 1976

© REGISTERED TRADEMARK

THE REAL McCOY

YES... WE ARE THE ORIGINAL

WE ARE THE PIONEERS OF THE BEST CAR-BRAS PRODUCED
IN TODAY'S WORLD MARKET

- CAR BRAS ARE MANUFACTURED IN AUSTRALIA TO PROTECT YOUR CAR FROM HARSH AUSSIE CONDITIONS.
- MADE OF A SPECIAL WATER-RESISTANT DURABLE BLACK VINYL WITH SOFT BACKED FELT PROVIDING A PERFECT FIT FOR YOUR CAR.
- HEADLIGHTS AND DRIVING LIGHTS ARE PROTECTED BY ULTRA-VIOLET-RESISTANT CLEAR PVC.
- FITTING IS SIMPLE AND ONLY TAKES A FEW MINUTES.
- CAR-BRAS ARE AVAILABLE FOR MOST POPULAR MODELS OR CAN BE CUSTOM MADE.



WARNING!
BEWARE OF POOR IMITATIONS



PHONE, E-MAIL & FAX ORDERS WELCOME
OVERNIGHT DELIVERY ANYWHERE IN AUSTRALIA



www.carbra.com.au

FREECALL 1800 CAR BRA 1800 422 727

ADDRESS 9 FABIO COURT, CAMPBELLFIELD VIC 3061

TEL (03) 9357 2300 FAX (03) 9357 2600 MOBILE 0409 312 864 EMAIL SALES@CARBRA.COM.AU

STCOM225-07

CBS PERFORMANCE & Fabrication



For all your Performance,
Mechanical & Fabrication needs

STCOM245_02

MILD TO **WILD**

PH: 0433 628 184

7/19 Bailey Crescent, Southport,
Gold Coast QLD, 4215

Classic Performance Dyno Centre

PROFESSIONALLY
TUNED AND
SERVICED AT



EFI CARBURETTOR LPG

RWD FWD AWD

Performance Upgrades

Street and Race Car

Dyno Tuning

Power Runs

Club Days

Factory ECU Remapping

Aftermarket ECU Mapping

SOUTH
AUSTRALIA



Su, Solex,
Weber, Haltech,
Adaptronic,
Motec, Vi-Pec
E85 Tuning

**33 Chapman Rd
Hackham SA 5163
Ph: (08) 8384 2899**

www.classicperformance.com.au

email: ashley@classicperformance.com.au

SCT,
HP Tuners,
Sniper,
Tuner Pro
E85 Tuning

STCOM203_10

CRAIG'S

**AUTOMATIC
TRANSMISSIONS**

A COMPLETE
RANGE OF STREET
& PERFORMANCE
TRANSMISSIONS



**A FULL RANGE OF ALLISON TRANSMISSIONS FOR OFF HIGHWAY
AND ON HIGHWAY AVAILABLE - PARTS & SERVICE ALSO AVAILABLE**

Unit16, 21 Childs Road, Chipping Norton NSW 2170

STCOM224_08

PH (02) 9755 1158 EMAIL craig@craigsautos.com.au WWW.craigsautos.com.au

K-SHOCK High performance Adjustable Coilover Kit

TWIN-TUBE DESIGN
HIGH TOLERANCE SPRINGS
HIGH STRENGTH MATERIALS

24 LEVELS DAMPENING
INDEPENDENT RIDE
1 YEAR WARRANTY

RULE THE STREET
\$880 per set*
Limited time



AIR FILTER **TURBO** **EXHAUST** **Aeroflow performance products**

GYNO TUNING

Proudly associated with:

A&B MOTORSPORTS
WWW.KSPORT.COM.AU
(02) 9905 6060 info@ksport.com.au

RAPTOR SUPERCHARGERS

Advanced technology supercharger systems engineered specifically for Holden Commodores

HOLDEN COMMODORE KITS:

VP- VR V6 PROSTREET 220 - 260KW
VS V6 PROSTREET 250 - 300 KW
VT- VY V6 PROSTREET 280 - 320KW
VZ V6 PREMIUM KIT - 350 - 420KW

VZ ALLOYTEC V6 PREMIUM 400KW+

NEW COMMODORE SIDI SUPERCHARGER KITS BEING RELEASED SOON FOR WVE/VF V6 COMMODORE



PH: 0409 897 081
EMAIL: raptorsc@westnet.com.au
WWW.RAPTORSC.COM.AU
ABN 286 298 12346

STCOM028.09

Ph: (02) 9624 4555
Unit 32/45 Powers Road
Seven Hills NSW

RACERS CHOICE
PERFORMANCE EXHAUST & FABRICATIONS

Find us on Facebook

Racers choice
PERFORMANCE EXHAUST & FABRICATIONS

All Your Street & Race Car Needs

Racers Choice is your one stop custom fabrication shop specialising in all your exhaust and chassis requirements.

- Custom made tuned extractors to suit Street cars, Drag cars & Hot rods.
- Custom made high flow merge collectors
- Turbo manifolds for single or twin turbo applications custom made to your requirements.
- Custom intake piping
- Engine plates • Tub's, Roll cages and Chassis work
- Performance bolt on Exhaust (Pacemaker, XForce, Pro-X, Pex Performance)
- Tig welding on alluminium, stainless and mild steel
- Suppliers of all exhaust components including: flanges, bends & mufflers.



FOUR FIGURE MA

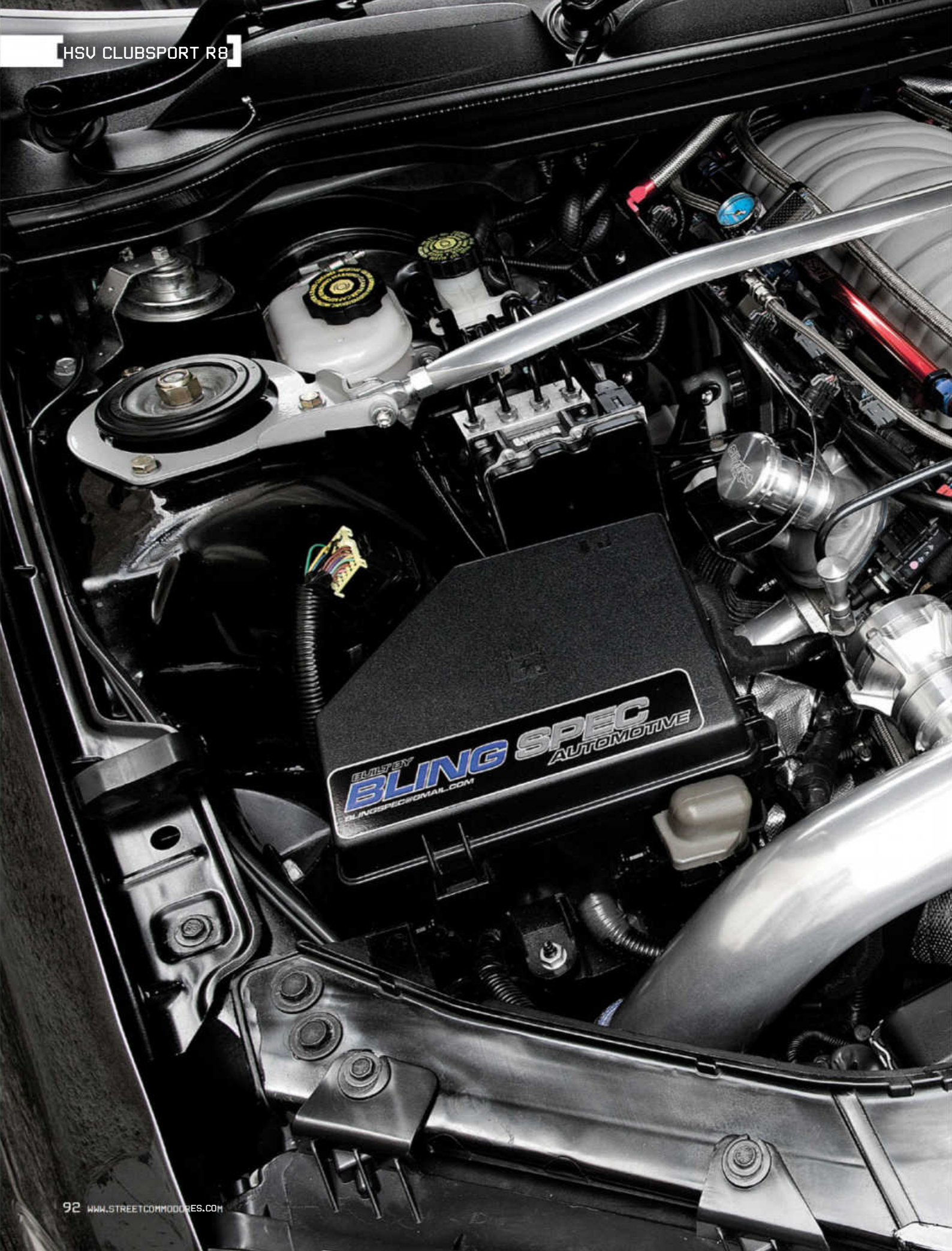


IT MAY NOT LOOK MUCH DIFFERENT TO ANY OTHER HSV ON THE ROAD, BUT THIS CLUBSPORT'S PACKING SOME SERIOUS PUNCH

WORDS BY TODD WYLIE PHOTOGRAPHY BY ADAM CROY

ONESS







That's mental", "check out the size of the turbo", "that'd be a handful", "wonder what it'll run down the strip" are just a few of the comments heard at the unveiling of Robert Morrow's HSV Clubsport R8 at the recent Jenner's Hall Of Fame (within the 4 And Rotary Nation-

als). Where it rightfully took out an award for best drive line. While from the outside, the car looks, pretty much as per any other first generation VE R8 out there, it's what sits under the hood that makes this car something special. And by special, we mean it's most likely sitting within the top 10 most powerful street cars in the country.... Ever. Do the maths on that for a second. It's not old enough to have

lost that new car smell as yet, has never been on a drag strip, hell it doesn't even have a roll cage, and in stock form would still set you back about \$40k. And now it's making 824hp at the wheels, and just to add insult to everything else out there, that's on low boost without nitrous.

Unlike most other big power cars on the street, it didn't gradually evolve into what it has become either. It was bought with the sole intention of becoming the most powerful late model vehicle around – a goal of which it has easily achieved. But why would you do it? Well, with the owner's son Chris Morrow who is a mechanic by trade and has built many high performance turbo vehicles over the years, recently started his own business Bling Spec Automotive. The whole aim of the business is to build custom high performance cars like this, so the opportunity was golden. Chris was after something to showcase what he could do, and due to the family connection was willing to donate his labour to the build free of charge. Never again would an opportunity like this come up for either party,

where one saves probably the initial purchase price of the vehicle on labour, and one gets to stake their name to the craziest car around, as the perfect marketing exercise. With this in mind, the car was purchased in 2011, and straight away put on the dyno at Te Rapa Automotive, where Chris was working at the time.

It spun 253kW at the tyres, which factoring in drivetrain losses, is about right for the 307 flywheel kW the cars were sold with. With the initial figure sorted, the car was stripped of the stock exhaust system and dropped to Sinco Customs, where the custom turbo manifolds and exhaust would be created. Once these were sorted it was back home to Bling Spec where the rest of the work would be undertaken. While plenty of parts were being freighted from around the country and the globe, Chris pulled the motor down and dropped the bare block off to Franklin Engineering for machining. With the bore size increased, Chris set about filling the engine with a Callies Compstar stroker crank, Callies Compstar H-beam rods and billet CP Pistons, to give an increased displacement of 6.4 litres.



Knowing it needed to be built to last, the list of high-end components used is huge, and the list of stock parts remaining is a very short one. Included in the new bits were NPR rings, Clevite race bearings, ARP fasteners and CNC Trickflow billet heads. Rated at flowing 225cc, the heads have been fitted with Yella Terra Ultra Light roller rockers, Manton push rods, and large valves. A Comp Cams roller cam was fitted to the block and a set of GM Performance LS9 head gaskets join the whole lot together. With the bare block assembled, it was fitted into the car for the rest of the work to continue between work commitments.

Over the next six months, Chris ordered, fitted and created all the

ancillaries required, such as the Precision T88 turbo, monster intercooler with 4-inch fittings and the intercooler piping to join the whole lot up. With the massive flow rates the T88 turbo offers, creating a fuel system capable of keeping up with its demands was crucial. For this Chris opted to run an ASE in-tank twin fuel pump unit to pump fuel into a boot mounted surge tank. From here three Bosch Motorsport 044 pumps send fuel through a Dash-10 line to an SX Ultra fuel regulator, where the lines split into two Dash-8's which feed FAST billet fuel rails. Fitted to these oversize rails are Injector Dynamics 850cc injectors, which work from instructions sent by the factory (retuned) ECU to fire it all into life.





Besides an unquenchable demand for fuel, the other problem of a big turbo setup, is the risk of the boost blowing the spark out. Chris has been impressed with the stock GM coils though, which in conjunction with NGK plugs and Top Gun leads haven't had a problem so far. What may soon test them though is the Nitrous Express nitrous system, which as yet hasn't been used. The twin boot mounted bottles feed into a plate fitted between the 102mm billet throttle body and FAST intake manifold, and have the potential to up rear wheel power another 100 or so ponies. Even as is though, whilst the team from Pro Tune had the car on the dyno for tuning, it just turned the tyres to smoke at every press of the throttle. Despite the large capacity of the engine helping to bring the car ...means peak power and torque are quite high in the rev range, with a peak torque figure of torque of 1555ft/lb at 5000rpm.

With the decision made early on in the build to not opt for a cast iron block, the reality is that trying to do something like a land speed run, where the car is under full power for a long period of time, would most likely result in a cracked block. But, with the alloy block, the car doesn't end up as front heavy as it would have if the iron block been chosen, especially when you factor in the weight of the turbo and associated componentry. And for what Robert (and Chris) were after, the alloy block should hopefully last the distance. The factory Tremec 6-speed gearbox, should all going well also hold the power, as should the stock diff, thanks to the Harrop Truetrac diff centre that has been fitted. The only other change to the driveline has been the installation of a custom Autoclutch single plate clutch and steel flywheel. The only real giveaways from the exterior of the car being the intercooler which hides behind the stock grill, the sticker on the window and the custom badge on the back.





The highest number ever fitted to the rear of an R8 from the factory being 325kW, while this weapon boasts more than double that, proudly displaying 777kW. So if you ever find yourself at the lights next to a black HSV that sounds a little different from the normal, it may pay to check the rear of it, before you get made to look a fool.

As by our estimates, this really is one of the fastest street cars the country has ever seen, and no-one wants to find out the hard way just how slow it can make anything else on the road look. Of course, Chris would be happy to build any paying customers a car that could do exactly the same though, so if you're in the market for something equally as absurd, make sure to give him a call, just don't expect the family discount rates to apply.

Robert thanks: My son Chris tomorrow aka Bling from Bling Spec Automotive for the complete car build, my wife sue and my twin newborns kids, Julie from Counties Auto Painters, Wayne and Dean from ProTune, Mike from

Sinco Customs, NZ Performance, Ian from Franklin Engineering, Tim from Procoat, Alert Motorsport. Steelie Gears, Webster Egeering, Autoclutch, John, Mark and anyone else who has helped out. Chris would also like to say a big thank you to his fiancée Antonia for all her help and support. **SC**



NITTY-GRITTY

VEHICLE:

2007 Holden VE Clubsport R8

ENGINE:

6.4L stroked LS2, Callies Compstar stroker crank, Callies Compstar H-beam rods, billet CP Pistons, NPR rings, Clevite race bearings, ARP fasteners, full CNC Trickflow 225cc heads, Ultra light Yella Terra roller rockers, Manton 11/32 pushrods, Comp Cams roller cam, GM LS9 head gaskets, ARP head studs, Fast LSXR 102mm intake manifold, billet 102mm electronic throttle body, custom intercooler piping, Samco hoses, Precision T88 turbo, Turbosmart 50mm Powergate wastegate, Tial blow off valve, custom 600x300x110mm intercooler with 4-inch inlets, Nitrous Express 102mm plate system, Twin Nitrous Express bottles, ASE in tank twin fuel pump unit, custom surge tank, 3x Bosch Motorsport 044 pumps, SX Ultra fuel regulator, Injector Dynamics 850cc injectors, dash-10 fuel line, FAST billet fuel rails, stock GM coils, Top Gun leads, NGK plugs, MSD two step launch controller, custom turbo manifold, 3½-inch

exhaust splitting into twin 3-inch, Borla mufflers, custom radiator over flow tank, custom washer reservoir, custom breather tank

DRIVELINE:

Tremec TKO 6060 manual gearbox, Autoclutch single plate clutch, custom steel flywheel, remote clutch bleeder, braided high flow feed line, Harrop Truetrac diff centre

SUSPENSION:

HSD adjustable coilovers, Whiteline heavy-duty front and rear sway bars, Whiteline front adjustable sway bar links, Nolathane rear sub frame bushes, Nolathane diff mount bushes, Whiteline strut brace

BRAKES:

Stock HSV

WHEELS/TYRES:

20x8.5 and 20x9.5-inch Advanti Monza wheels, 235/35R20 and 275/30R20 tyres

EXTERIOR:

Custom fibreglass bonnet

INTERIOR:

Twin Scan gauges, custom 5 gauge holder

PERFORMANCE:

824hp at the wheels (615kW), 1042hp flywheel (777kW) without nitrous



Reverse the damage caused by time.

Mothers® Naturally Black® Heavy Duty Trim Cleaner

Kit. Unmatched deep-cleaning power that erases the damage caused by the elements and restores your exterior trim and plastic to its original and natural showroom colour. Whatever you do, don't call it a cover-up.

Follow up with **Naturally Black® Trim and Plastic Restorer** and an **MLH® Microfibre Towel** to seal and protect.



**UNDO WHAT THE ELEMENTS
HAVE DONE TO YOUR TRIM.**



MOTHERS®
Polishes • Waxes • Cleaners

MLH™
PREMIUM DETAILING ACCESSORIES

tcag.com.au • mothers.com • detailguide.com
[facebook.com/motherspolishaustralia](https://www.facebook.com/motherspolishaustralia)

DON'T MISS THE NEXT **street** COMMODORES

MORE OF AUSTRALIA'S BEST STREET COMMODORES

STREET + STRIP + SHOW + SKID

EVENTS
DIY PROJECTS
BURNOUTS
TECH FEATURES
& MORE!



FULL OF AGRO! ONE WILD TYRE-FRYIN' RIDE

PACKAGED WITH **PERFORMANCE** MAGAZINE
GARAGE.COM.AU

ISSUE #247 ON SALE: 31/12/2015 VISIT US ON



YOU CAN BET *these will* GO QUICK!



HOLDEN L77 6.0 LITRE V8 ENGINE

To suit
VE/VF variants



Various Part Numbers

Please call for best price

HOLDEN 6.2 LITRE SUPERCHARGED LSA ENGINE

Manual &
Automatic
variants available



Various Part Numbers

Please call for best price

HOLDEN VE REDLINE/CLUBSPORT GXP BREMBO FRONT BRAKE KIT

Includes: 2x Rotors
2x Calipers, Mount Bolts,
Brake Pad Set,
and pad retaining set.
LIMITED STOCK
Requires 19" Wheels
with suitable offset
for clearance.



**FREE FREIGHT WITHIN
MAINLAND AUSTRALIA**

Part No. 92221883 (plus others)

\$1295.00
incl. GST

VE HSV/HOLDEN 3.70, 3.45 OR 3.27 LSD DIFF ASSY

**FREE FREIGHT WITHIN
MAINLAND AUSTRALIA**

LIMITED STOCK



Part No. 92260404 (3.70 Ratio)
Part No. 92260402 (3.45 Ratio)
Part No. 92260403 (3.27 Ratio)

\$1795.00
incl. GST

6 SPEED MANUAL GEARBOX



**LIMITED
STOCK**

Suits VE & VF
6.0L & 6.2L V8
TR6060 Variants

Various Part Numbers

Please call for best price

6 SPEED MANUAL GEARBOX



Suit VZ 6.0L MM6
(Tremec TUET6000)

Part No. 92172964

Please call for best price

Prices include GST. Offers valid while stocks last.

Images for illustration purposes only.

BARRY BOURKE
B E R W I C K

755 Princes Highway, Berwick VIC 3806
Tel: (03) 9707 2222 Mob: 0417 350 871
Facsimile: (03) 9707 5178
Email: parts@barrybourke.com.au
Web: www.barrybourke.com.au



HOLDEN

www.simmonswheels.com.au



SERIES - ALL NEW FOR 2015
The Genuine Simmons One Piece Wheel

FR1



FR1 1 PIECE Rim also available in 3 piece
001 SATIN BLACK CENTRE
SATIN BLACK LIP CHROME RIVETS
SIZE 17 - 24 INCH (1 PIECE AND 3 PIECE)



FR1 1 PIECE Rim also available in 3 piece
002 WHITE CENTRE MIRROR LIP CHROME RIVETS
SIZE 17 - 24 INCH (1 PIECE AND 3 PIECE)



FR1 1 PIECE Rim also available in 3 piece
003 SILVER CENTRE MIRROR LIP CHROME RIVETS
SIZE 17 - 24 INCH (1 PIECE AND 3 PIECE)



FR1 1 PIECE Rim also available in 3 piece
004 GLOSS BLACK CENTRE MIRROR LIP CHROME RIVETS
SIZE 17 - 24 INCH (1 PIECE AND 3 PIECE)



FR1 1 PIECE Rim also available in 3 piece
005 GOLD CENTRE MIRROR LIP CHROME RIVETS
SIZE 17 - 24 INCH (1 PIECE AND 3 PIECE)



Scan for website



AVAILABLE AT LEADING WHEEL AND TYRE OUTLETS!

www.simmonswheels.com.au



info@simmonswheels.com.au